

# SNOW GLOW® INC.

Manufacturers of Specialized Lighting Systems

312 2nd Ave North, Virginia, MN 55792 \* 218-749-GLOW (4569) \* fax 218-749-6909  
snowglow@rangenet.com <http://www.snowglow.com>

CP 02-2

February 8, 2002

Office of the Secretary  
Consumer Products Safety Commission  
Washington, DC 20207

CP 02-2  
CPSA 6. (b)(7) Cleared

2002 FEB 13 P 3:27

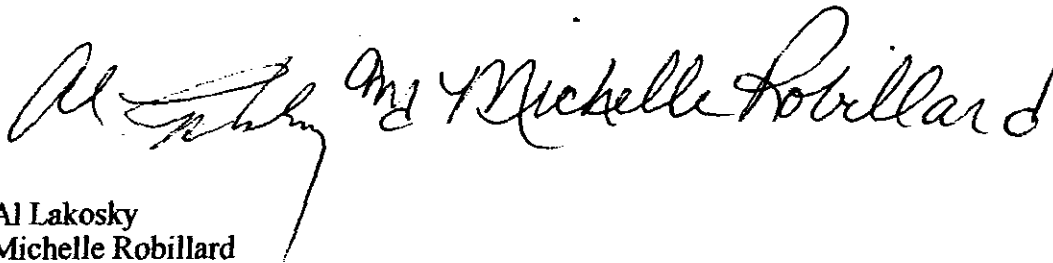
No Mfrs/Prvtlbls or  
Products Identified  
Excepted by  
Firms Notified,  
Comments Processed

Enclosed are five (5) copies of materials with which we are requesting the Commission's review and quickly proceed with all necessary actions to rule-make on the need for Hazard Lighting on all future snowmobiles.

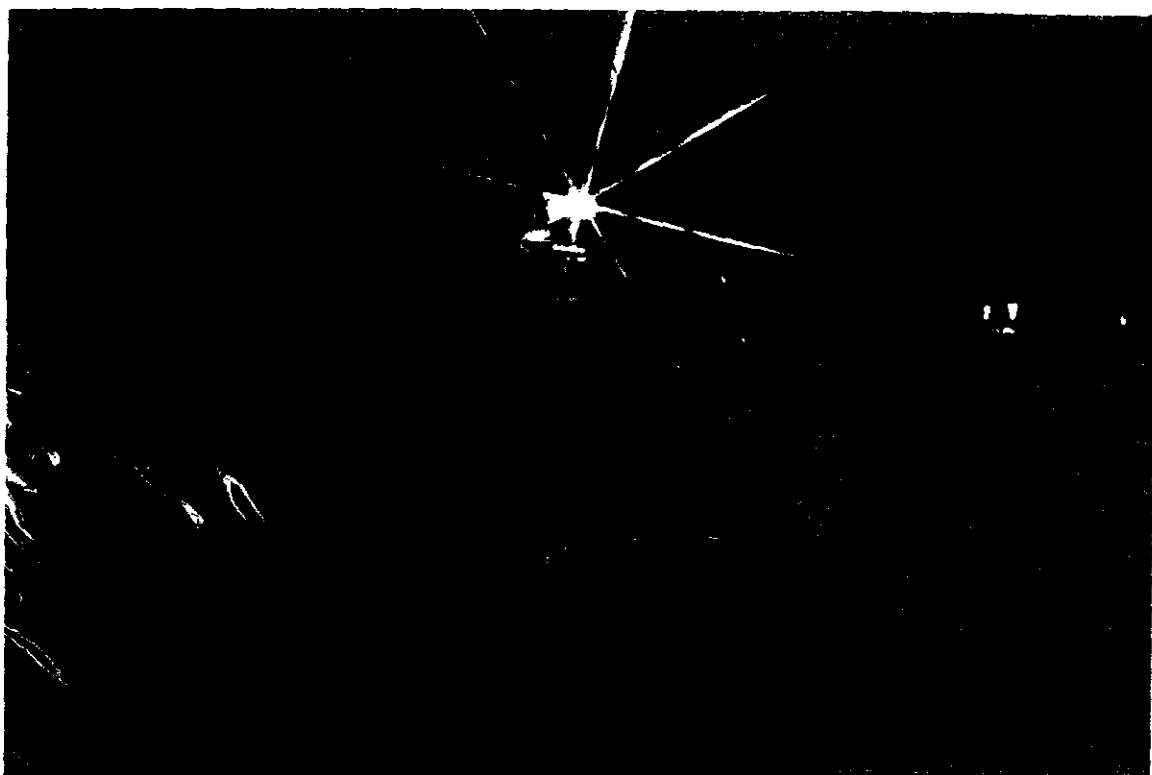
With the assistance of Congressman James Oberstar and Lowell F. Martin, Esq. Of the U.S. Consumer Product Safety Commission Office of the General Counsel, we submit these documents.

Thank you for your help.

Sincerely,

  
Al Lakosky  
Michelle Robillard

Snow Glows™ Make Safety A Beautiful Thing \* Safety & Convenience, at a Flick of a Switch!



# **HAZARD LIGHTING SYSTEM FOR SNOWMOBILES**

**To the Consumer Products Safety Commission**

**Office of the Secretary  
Washington, DC 20207**

**Our request to Petition the Commission to rule-make on the  
needed addition of a Hazard Light System on all future Snowmobiles.**

**Enclosed are five copies of materials which establish this claim.**

**Presented and requested by:**

**Allen J. Lakosky and Michelle Robillard  
Snow Glow® Inc  
312 2nd Ave North  
Virginia, MN 55792  
218-749-GLOW (4569)  
218-749-6909 FAX**

# **SNOW GLOW® INC.**

## ***Manufacturers of Specialized Lighting Systems***

312 2nd Ave North, Virginia, MN 55792 \* 218-749-GLOW (4569) \* fax 218-749-6909  
snowglow@rangenet.com <http://www.snowglow.com>

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January 30, 2002

Office of the Secretary  
Consumer Products Safety Commission  
Washington, DC 20207

Dear Commission Staff:

I, Allen J. Lakosky and Michelle Robillard, representatives of Snow Glow Inc, 312 2nd Avenue North, Virginia, MN 55792 (218-749-4569) wish to address serious concerns due to a lighting deficiency in all manufactured Snowmobiles and petition the Commission to rule-make on the needed addition of a Hazard Lighting System on all future Snowmobiles.

The facts we provide which establish this claim include our personal experience; other snowmobiler's testimonials and experiences with night riding; reference to accident, injury and fatality reports of the Consumer Products Safety Commission; and other educational information researched and obtained from the snowmobile manufacturers, industry related agencies and organizations, law enforcement, insurance industry and more.

The history and development of this product/concept began in 1997 when an employee of the Arctic Cat Corporation mentioned to Al Lakosky, an Accessory Lighting Vendor, that he, at Arctic Cat, had been made aware of an increasing concern of snowmobile customers which is the fact that **"a snowmobile is completely dark when the engine is not running, while stopped or parked, and the risks involved with that"**. He suggested that Al come up with a solution. Six weeks later, Mr. Lakosky visited the Arctic Cat plant with the first prototype of a fully self contained Hazard Lighting System for snowmobiles.

The sport of snowmobiling has become increasingly popular over the past several decades. It is believed that this increase in popularity can be attributed, at least in part, to advances made in snowmobile design technology. As a result of this increase in popularity, snowmobile traffic on lakes and trails in New England States, Mountain States and the Upper Midwest has increased. It is expected that the popularity of snowmobiling will continue to grow, and the congestion on snowmobile trails will increase.

It is known that the growth in snowmobile traffic has resulted in an increased number of snowmobile related accidents. Many of the accidents occur at night. At this time, snowmobiles provide lighting in the form of headlights, taillights and reflectors. These lights have two purposes. They allow the snowmobile operator to see the terrain, and they increase the visibility of the snowmobile to others. The headlights and taillights of snowmobiles presently on the market do not remain on when the snowmobiles are turned off. As a result, snowmobiles which are turned off may pose a hazard at night if they are not sufficiently visible to other snowmobile operators. Snowmobile operators have many reasons to turn off their engines, which in turn results in turning off the headlights and taillights. While snowmobiles have become increasingly reliable, mechanical failure often occurs and requires turning off the engine. In addition, snowmobile operators often stop their vehicles for various other reasons including resting, checking fluid levels, changing gloves, reading a map, and the like. Generally, snowmobile operators do not want to leave their snowmobiles running for a prolonged period of time. The reason is that the cooling systems of most snowmobiles are designed to have snow constantly thrown onto their heat exchangers by means of forward propulsion. Prolonged idling can cause the engine to overheat and ultimately become damaged.

Some snowmobile operators carry valuable lighting accessories such as a strobe, flare and/or flashlight with them at night. They know when they leave their snowmobile on the side of a trail or on a lake without any illumination, it poses a hazard to other snowmobile operators in the vicinity. If they leave the flashlight with the snowmobile to illuminate it, the flashlight tends to project the light in one direction and may not provide sufficient warning for other snowmobile operators in the vicinity. Further more, the cold temperature has an adverse effect on the batteries causing decrease in voltage and a dimming of the light. The same concerns apply to the strobe type accessories. A flare will blaze for a maximum of 15 to 30 minutes before burning out. While these hand held accessories should be carried by all snowmobile operators, they are often lost, stolen or forgotten when out on the trail.

Snowmobiles have become much faster over the years. As a result, snowmobiles often travel at high speeds, even at night. It is believed that many snowmobile operators travel at speeds which are unsafe considering the illumination provided by their headlight. Even if the snowmobile operators are not traveling at high speeds, the snow conditions may be too slippery or icy to permit rapid braking once an object comes within view of the snowmobile operators' headlight. Many groomed trails have rolling terrain, sharp corners and turns which decrease visibility of potential hazards in the trails such as stopped snowmobiles. When the hazard is another snowmobile which is not illuminated, severe injury can result if the snowmobiles collide, or if an on-coming operator has cause to swerve to avoid the collision. With the increase in snowmobile deaths in recent years, a need exists for providing better illumination for snowmobiles which have been turned off.

At this time, due to the lack of agreement, cooperation and responsibility of the Snowmobile Manufacturers, the Snowmobile Safety Certification Committee-SSCC, and the Society of Automotive Engineers Snowmobile Committee-SAE, regarding the need and added benefit of hazard lighting, **we are asking the Commission to create and enforce a rule requiring all new production snowmobiles to have auxiliary hazard lighting systems which must:**

- have an energy power source separate from the main power source of the snowmobile;
- operate for a minimum of 40 hours at 0 degrees Fahrenheit and function in temperatures of minus 30 degrees Fahrenheit or colder;
- have an on-off switch that is separate from the main electrical system;
- must emit yellow light from the front of the snowmobile and red from the rear;
- have a flashing display and be visible in unobstructed darkness from at least one-half mile distance, from the front and rear of the snowmobile.

These suggestions for the requirement of hazard lighting would allow the common snowmobiler to relate to a parked and/or disabled snowmobile in the same way that drivers of automobiles have heightened awareness and operating skill in various scenarios. When the driver of a traveling motor vehicle observes a hazard flasher as utilized by a parked automobile, stopped school bus, construction work area, etc. that warning is a call for caution that will benefit all. While being conspicuous is no guarantee that you will be seen, it may improve your odds.

This request to petition the Commission presents a growing concern for the safety of snowmobile operators. At the same time, we hope it expresses our knowledge, experience and love for this family recreation and great sport that snowmobiling is. Snowmobiling as an industry is an essential investment for many states economy and quality of life. The jobs, recreation and increasing tourism it creates warrant the added safety a built-in hazard light system will bring.

Attached you will find literature, letters, photos, news articles, statistics and individuals personal and professional opinions and experiences acquired over time. We have attempted to remain focused on the need for hazard lighting for snowmobiles and not to seek product endorsement in this effort. The fact is we have developed, built and sold lighting products to snowmobile manufacturers since 1993. If useful we have letters, new idea submission agreements, purchase orders, invoices and catalogs from the

snowmobile manufacturers which involve all our safety lighting products as well as those specific to the Hazard Light System. The Polaris Corporation marketed the Hazard Light in their 2001 accessory catalog but has since discontinued it. You will no longer find any of our lighting products in any of the manufacturers catalogs.

It was with the suggestion of Congressman James Oberstar that we contacted the Office of the Secretary to verify that the Commission retains jurisdiction over snowmobiles as a "consumer product" before proceeding. We made that contact in December 2001, and as a result, were provided the necessary information on the Procedure and Requirements to Petition for Rule-making which we have attempted to fulfill here. Based on the direction of that office and findings of the Consumer Products Safety Commission relating to the CPSC Safety Act (see letters attached: U.S. House of Representatives James Oberstar November 5, 2001 and U.S. Consumer Products Safety Commission July, 15, 1975), we hope the Commission will quickly acknowledge the lighting deficiency of "the snowmobile" which presents an unreasonable risk of injury to a snowmobile operator in dark conditions. With your assistance and rule, that risk can be reduced and possibly eliminated.

Please let us know if we can be of any additional assistance. Thank you for your time and consideration.

Sincerely,

Handwritten signatures of Al Lakosky and Michelle Robillard. The signature of Al Lakosky is on the left, and the signature of Michelle Robillard is on the right, with a small 'M' and 'R' monogram between them.

Al Lakosky and Michelle Robillard

## **PHOTOGRAPHS & TEST RESULTS**

### ***SNOW GLOW HAZARD LIGHTING SYSTEM***

**Date:** January 18, 2002

**Time:** Between 5:00 p.m. to 7:00 p.m.

**Temperature:** - 6 degrees Fahrenheit

**Wind:** Out of the North, gusting 15-25 mph with light dusting and blowing snow from the lake

**Location:** South Shores of Lake Vermilion, Minnesota

**Conflicting / Contaminating Light Sources:** one quarter moon, clear and star lit skies

The photo facts provided here prove that when parked or shut down for any reason, stock snowmobiles exhibit poor reflective qualities. They cannot be seen in dark and/or blowing snow conditions until 1/10 of a mile - when looking for them!

**Fact – Snow Glow Hazard Light System projects light for more than 10 times the distance a stock rear reflector can and where there is No visibility available from the front of a stock snowmobile, Snow Glow's flashing light can be seen over a mile away.**

**Point in Fact – The safety of all snowmobile operators is greatly enhanced when protected with a flashing/pulsing light emitting from a stopped snowmobile versus a reflector.**



**Picture No. 1** – 1998 Snowmobile facing toward camera with support snowmobile casting headlight onto parked sled. Distance approximately ½ mile (2640 ft).

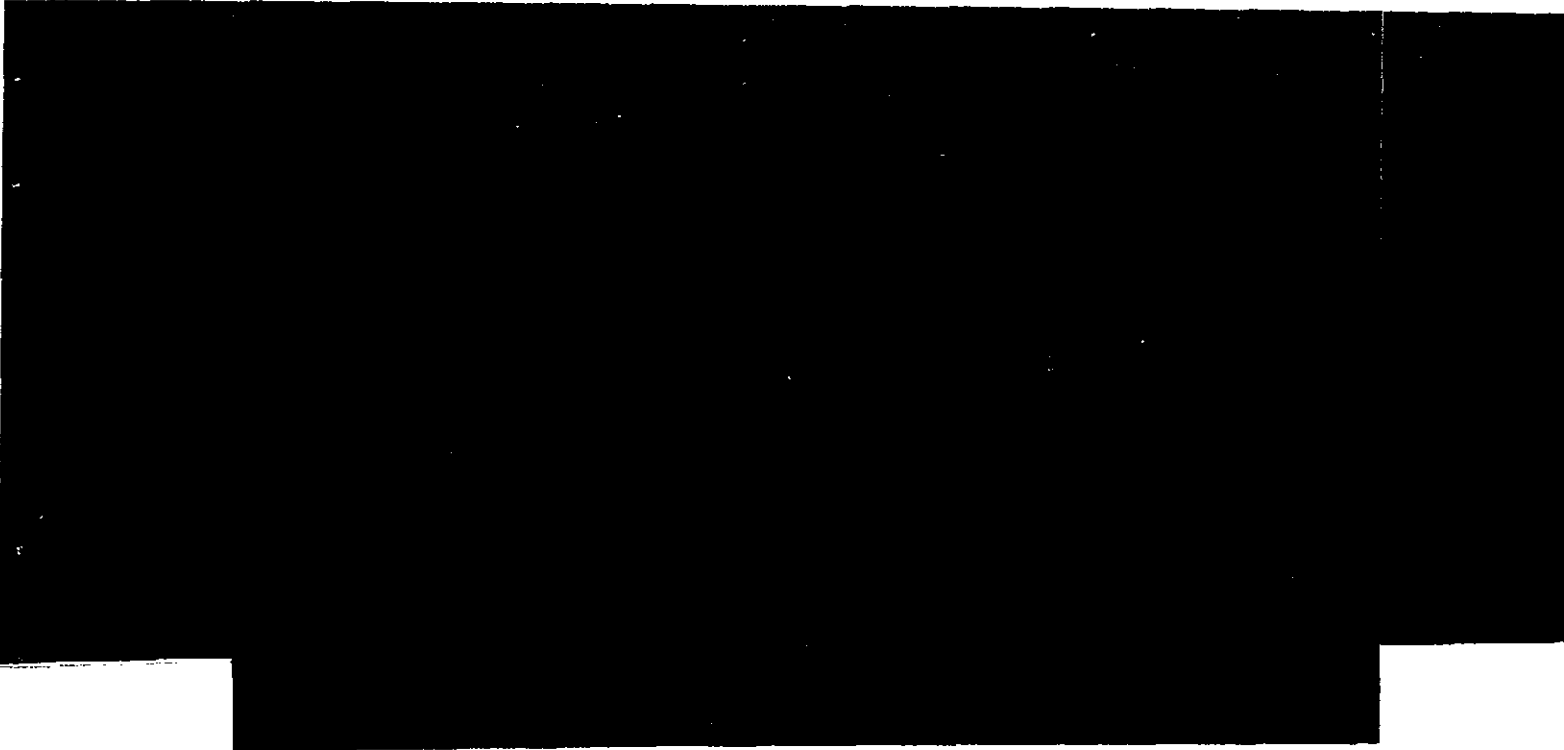
**Result** – Parked snowmobile unable to be seen!



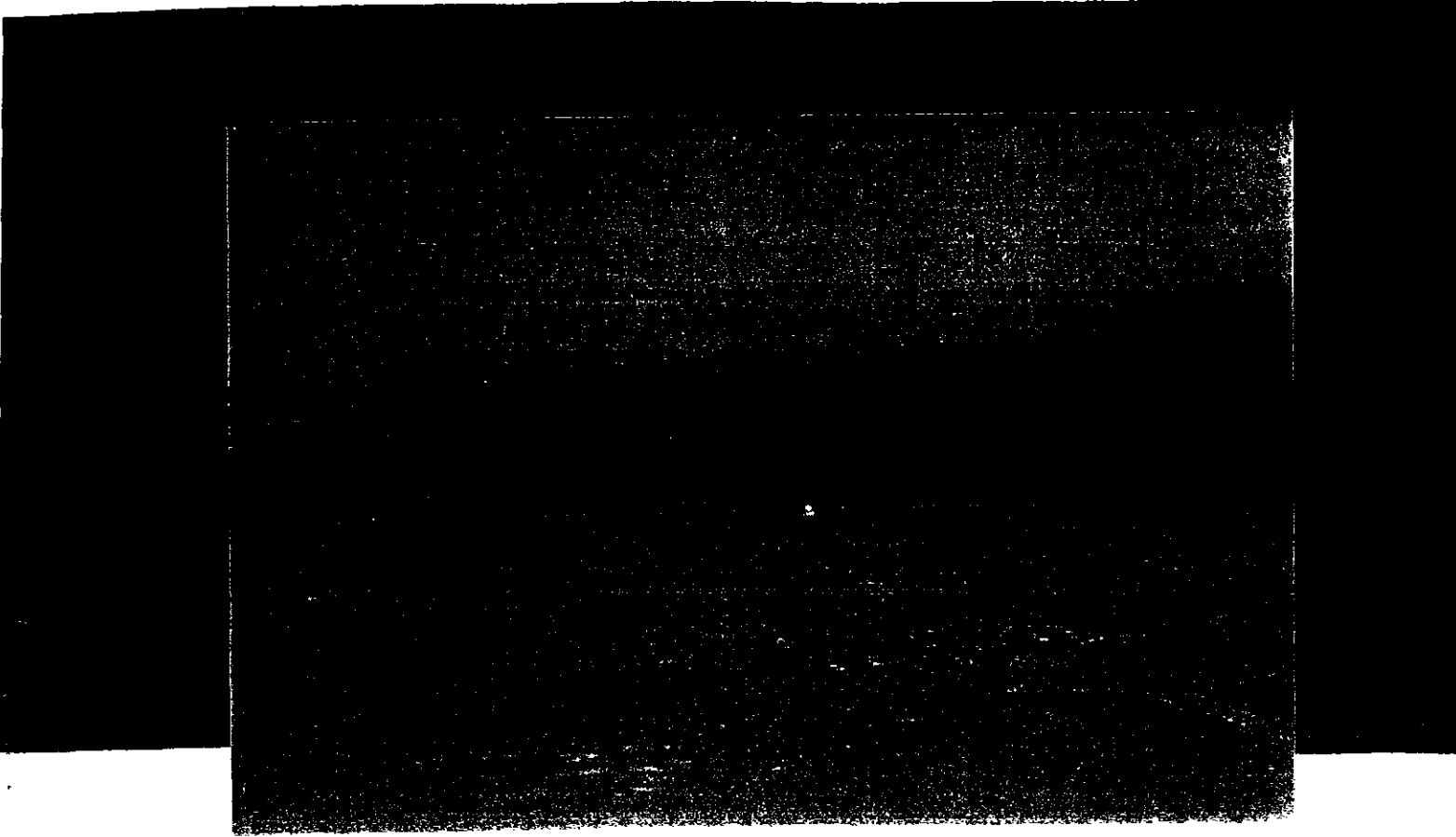
**Picture No. 2** – 1998 Snowmobile facing forward, moving camera in to approximately 1/10 mile. Support snowmobile headlight shining directly onto parked sled.

**Result** – Again, parked snowmobile unable to be seen. Slight glare off headlight lens can be seen in center of photo. A dangerous situation!





**Picture No. 3** - This picture addresses the fact that Snow Glow Hazard Lighting System can be seen 360 degrees. With proper placement of the LED's good sideways visibility is achieved. In this example, the stock reflectors worked well with the hazard light system.



**Picture No. 4** - 1998 Snowmobile equipped with Snow Glow Hazard Flasher easily visible for 1 mile. (5280 ft) Sled facing forward to show yellow lighting installed through front windshield.



**Picture No. 5** – 1998 Snowmobile equipped with Snow Glow Hazard Flasher easily visible for 1 mile (5280 ft) Sled facing from the rear to show red lighting installed through tail lens.



**Picture No.6** – Approaching support sled casting “high beam” from headlight to show distance where picking up any reflective light. Distance approximately 1/10 mile (528 ft) when reflectors just came into view, again when looking for them. No information or warning available to establish a parked snowmobile.



**U.S. House of Representatives**  
**Committee on Transportation and Infrastructure**  
**Washington, DC 20515**

**Don Young**  
**Chairman**

**James L. Oberstar**  
**Ranking Democratic Member**

November 5, 2001

Lloyd A. Jones, Chief of Staff  
Michael Strachan, Deputy Chief of Staff

David Heymsfeld, Democratic Chief of Staff

Mr. Al Lakosky  
Snow Glow, Inc.  
312 2<sup>nd</sup> Avenue North  
Virginia, Minnesota 55792

Dear Mr. Lakosky:

Thank you for your September 25<sup>th</sup> letter seeking my advice on development of a mandatory equipment safety standard for hazard lighting systems on snowmobiles. You are to be commended for your work in developing and promoting this safety device.

According to precedents, snowmobile safety falls under the jurisdiction of the Consumer Product Safety Commission. (See enclosed 1976 letter to the Honorable Teno Roncalio to that effect.) I suggest you contact the Office of the Secretary, Consumer Product Safety Commission, Washington, D.C. 20207, to verify the Commission retains jurisdiction over the matter before proceeding further.

Procedures for the submission and disposition of petitions for the issuance of rules under the Consumer Product Safety Act (15 U.S.C. 2051 *et seq.*) or other statutes administered by the Consumer Product Safety Commission are found at 16 CFR (Code of Federal Regulations) Part 1051. A copy of the regulations is enclosed for your convenience.

Please keep me informed of your progress. With every best wish.

Sincerely,

James L. Oberstar, M.C.  
Ranking Democratic Member

JLO:cw

800-638-2772  
CPSC HOTLINE

*per the info is removed  
No response, 6/6 cleared  
lat. 11/1/84*

# 213



U.S. CONSUMER PRODUCT SAFETY COMMISSION

WASHINGTON, D.C. 20207

15 JUL 1975

CC: *Ali*  
SAFETY

Honorable Teno Roncalio  
House of Representatives  
Washington, D.C. 20515

Dear Mr. Roncalio:

This is in response to your June 10, 1975 letter which enclosed a copy of a May 9, 1975 letter from SeTeton Park Ranch of Pinedale, Wyoming. This office is responding, rather than the Commission's Office of Congressional Relations, because the SeTeton letter raises an issue that requires a legal advisory opinion.

SeTeton, a dealer for snow machine products made by Moto-Ski Limited, provides information on poor performance by certain snow machines. Our understanding of the potential safety hazard involved is that malfunction of these machines can leave persons stranded in freezing weather and blizzard conditions with no means to reach shelter except walking.

This office believes that snow machines are "consumer products" and therefore within the jurisdiction of the Commission. If "an unreasonable risk of injury [is] associated with" snow machines or if a snow machine defect "creates a substantial risk of injury to the public" (see sections 7(a) and 15(a), respectively, of the Consumer Product Safety Act, copy enclosed), the Commission can undertake regulatory or enforcement action to eliminate or reduce the risk of injury.

In two previous advisory opinions, the Commission staff has considered the question of how closely a risk of injury must relate to a consumer product before the Commission can undertake regulatory action. A November 14, 1974 advisory opinion (copy enclosed) stated that the poor functioning of a fire extinguisher "may be closely related to the injury from fire which [the extinguisher is] supposed to prevent." The conclusion of that advisory opinion was that the Commission does have "jurisdiction to regulate the effectiveness of safety-related products such as fire extinguishers." In a February 12, 1975 advisory opinion (copy enclosed) this office made a similar finding

for malfunctioning fire alarm equipment and for traffic control devices which "can cause injuries by directing cars or pedestrians to enter an intersection into oncoming traffic."

This office believes that snow machines, when used in the severe weather conditions described in the Seteton letter, might present an unreasonable risk of injury or might create a substantial risk of injury to the public. Before the Commission takes any regulatory or enforcement action, its staff will make an investigation into the potential problem. Accordingly, we are referring your constituent's letter to the Commission's Office of Product Defect Identification for its consideration.

While the views expressed in this letter are based on the most current interpretation of the law by the Commission staff, they could subsequently be changed or superseded by the staff or by the Commission.

Sincerely,

  
Michael A. Brown  
General Counsel

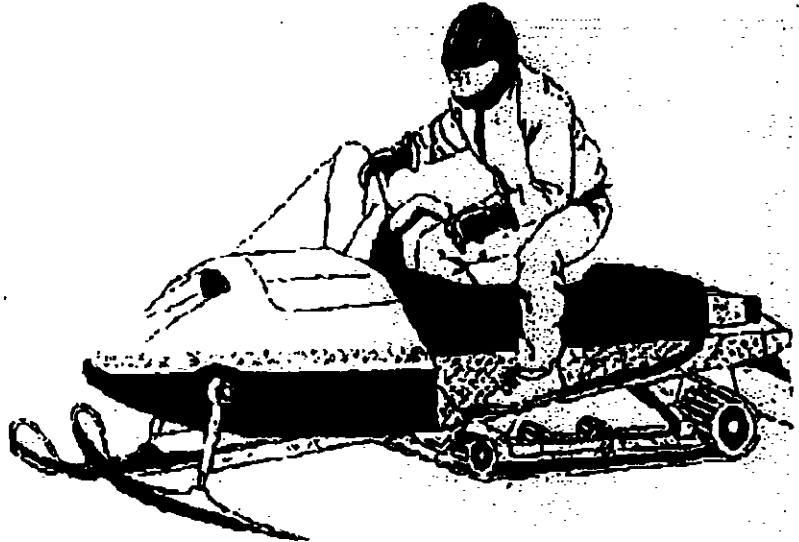
Enclosures

# Consumer Product Safety Commission

## Safety Commission Warns About Snowmobile Hazards

CPSC Document #541

The U.S. Consumer Product Safety Commission estimates that each year about 110 people die while riding snowmobiles. The Commission estimates that about 13,400 hospital emergency room-treated injuries occur each year with snowmobiles. Approximately two-fifths or 40 percent of the reported deaths resulted from colliding with trees, wires, bridges, and other vehicles. Some deaths occurred when the snowmobile rolled to the side in a ditch or stream and pinned the operator under the vehicle. Deaths also have occurred when the snowmobile entered water, mostly when it was operating on ice and fell through.



### CPSC recommends the following safe snowmobiling rules for recreational snowmobiling:

1. Never drive your snowmobile alone or on unfamiliar ground. Have someone ride along with you, so you can help each other in case of breakdown or accident.
2. Drive only on established and marked trails or in specified use areas.
3. Avoid waterways. Frozen lakes and rivers can be fatal. It is almost impossible to judge adequate ice coverage or depth.
4. Avoid driving in bad weather. Check warnings for snow, ice, and wind chill conditions before starting.
5. Watch the path ahead to avoid rocks, trees, fences (particularly barbed wire), ditches, and other obstacles.
6. Slow down at the top of a hill. A cliff, snowbank, or other unforeseen hazard could be on the other side.
7. Don't hurdle snowbanks. You have control only when your skis are on the ground.
8. Learn the snowmobile traffic laws and regulations for the area. Many states prohibit using snowmobiles on public roads. Some states have minimum age requirements for drivers.
9. Be sensible about stopping at roads or railroad tracks. Signal your turns to other drivers. Avoid tailgating. Control speed according to conditions.
10. Use extra caution if driving at night, because unseen obstacles could be fatal. Do not drive faster than your headlights will allow you to see. Do not open new trails after dark.
11. Never drink while driving your snowmobile. Drinking and driving can prove fatal.
12. Be sure the snowmobile is properly maintained in good operating condition. Some cases report that the throttle sticks, leading to loss of control. Snowmobiles manufactured before 1983 may not have a "throttle interruption device" designed to shut off the snowmobile if the throttle sticks.

the event the throttle sticks.

009403

The U.S. Consumer Product Safety Commission protects the public from the unreasonable risk of injury or death from 15,000 types of consumer products under the agency's jurisdiction. To report a dangerous product or a product-related injury, you can go to CPSC's forms page and use the first on-line form on that page. Or, you can call CPSC's hotline at (800) 638-2772 or CPSC's teletypewriter at (800) 638-8270, or send the information to [info@cpsc.gov](mailto:info@cpsc.gov). Consumers can obtain this publication and additional publication information from the Publications section of CPSC's web site or by sending your publication request to [publications@cpsc.gov](mailto:publications@cpsc.gov). If you would like to receive CPSC's recall notices, subscribing to the email list will send all press releases to you the day they are issued.

This document is in the public domain. It may be reproduced without change in part or whole by an individual or organization without permission. If it is reproduced, however, the Commission would appreciate knowing how it is used. Write the U.S. Consumer Product Safety Commission, Office of Information and Public Affairs, Washington, D.C. 20207 or send an e-mail to [info@cpsc.gov](mailto:info@cpsc.gov).

# Minnesota House of Representatives

KEY: ~~stricken~~ = old language to be removed  
underscored = new language to be added

NOTE: If you cannot see any difference in the key above, you need to change the display of stricken and/or underscored language.

Authors and Status ■ List versions

H.F. No. 2485, 1st Engrossment: 80th Legislative Session (1997-1998) Posted on 2/4/98

- 1.1 A bill for an act  
1.2 relating to recreational vehicles; requiring that new  
1.3 snowmobiles be equipped with auxiliary light power and  
1.4 switches; amending Minnesota Statutes 1996, section  
1.5 84.821, by adding a subdivision.  
1.6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:  
1.7 Section 1. Minnesota Statutes 1996, section 84.821, is  
1.8 amended by adding a subdivision to read:  
1.9 Subd. 3. [AUXILIARY LIGHT POWER; LIGHT SWITCH.] All  
1.10 snowmobiles made after June 30, 1999, and sold in Minnesota  
1.11 after June 30, 1999, shall be designed and made to provide an  
1.12 auxiliary electrical system or other auxiliary power that allows  
1.13 the lights to remain on when the snowmobile engine stops  
1.14 running. Each snowmobile shall be equipped with a switch,  
1.15 separate from the main electrical system, that disengages the  
1.16 auxiliary power and turns the lights off.





# Minnesota Senate

KEY: ~~stricken~~ = old language to be removed  
underscored = new language to be added

NOTE: If you cannot see any difference in the key above, you need to change the display of stricken and/or underscored language.

Authors and Status    \*    List Versions

S.F. No. 2144, as introduced: 80th Legislative Session (1997-1998) Posted on 1/22/98

- 1.1                                    A bill for an act
  - 1.2                    relating to recreational vehicles; requiring that new
  - 1.3                    snowmobiles be equipped with auxiliary light power and
  - 1.4                    switches; amending Minnesota Statutes 1996, section
  - 1.5                    84.821, by adding a subdivision.
  - 1.6    BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:
  - 1.7                    Section 1. Minnesota Statutes 1996, section 84.821, is
  - 1.8    amended by adding a subdivision to read:
  - 1.9                    Subd. 3. (AUXILIARY LIGHT POWER; LIGHT SWITCH.) All
  - 1.10 snowmobiles made after June 30, 1999, and sold in Minnesota,
  - 1.11 shall be designed and made to provide an auxiliary electrical
  - 1.12 system or other auxiliary power that allows the lights to remain
  - 1.13 on when the snowmobile engine stops running. Each snowmobile
  - 1.14 shall be equipped with a switch, separate from the main
  - 1.15 electrical system, that disengages the auxiliary power and turns
  - 1.16 the lights off.
-

# ***SNOW GLOW® INC.***

## ***Manufacturers of Specialized Lighting Systems***

312 2nd Ave North, Virginia, MN 55792 \* 218-749-GLOW (4569) \* fax 218-749-6909  
snowglow@rangenet.com <http://www.snowglow.com>

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March 24, 1999

Maichele Borowicz  
Office of the Governor  
Room 130  
State Capitol  
St. Paul, MN 55155

Dear Maichele,

I am writing you as suggested by Rachel Wobschall via telephone conversation back in February, in hopes that you will forward this information to the Honorable Governor Jesse Ventura. My name is Al Lakosky and I own a small company named "Snow Glow, Inc." We design and build aftermarket lighting systems to enhance the safety and beauty of snowmobiles. My company has been in existence since 1993 here in northern Minnesota.

A few years ago, I addressed a very serious problem that is inherent with all snowmobile designs, that is the fact that they do not emit any lighting when they are turned off at night. (The enclosed copy of "Minnesota Sportsman" has an article depicting a typical nighttime snowmobile hazard/accident.) This is not uncommon as we have had more than a couple of deaths on our northern lakes in the past few years due to this lack of lighting and being a snowmobiler myself, I have witnessed many times, near accidents from snowmobile operators parked in the dark on trails at night.

I have designed and applied for patent on a system that addresses this night hazard problem. The brief enclosed video tape shows the system and how it works. I have sent a copy of this tape to the CEO's from the big four manufacturers; Arctic Cat, Polaris, Bombardier (Ski-Doo) and Yamaha. None of these companies have taken this product seriously. I have felt a strong mentality of "If we didn't think of it, it can't be any good" in attempting to deal with these companies.

After being shunned by these companies, I turned to my own legislators in my area for help. Mr. Tom Rukavina, Mr. Jerry Janezich and Mr. David Tomassoni made visits to my shop and once it was explained to them that this problem exists and I showed them how we have addressed it, they were anxious to draft a bill to make our system, or a like system mandatory on future snowmobiles (enclosed is a copy of the St. Paul Pioneer Press' article on the proposed legislation). Unfortunately, I trusted these "representatives of the people" to find that it seems the only reason why they took interest is to get their own names out on some new bill for their own opportunities for notoriety and career advancement. Meanwhile, I trusted them to a point of putting my already established working relationship with the Arctic Cat and Polaris companies in jeopardy, knowing that they would resent being forced to address this lighting problem.

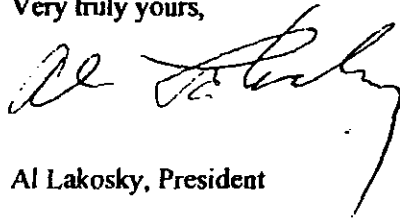
As our short lived, damage causing bill slowly moved forward, communications between myself, Mr. Rukavina and Mr. Janezich all but vanished. Our bill ended up in some farm and agricultural committee with a Friday deadline to come out of committee or the bill would die. The bill died and I called Jerry Janezich and asked him what happened. He replied to me "You didn't really want this bill to pass, did you? I thought we were just going to get the attention of the manufacturers so that they would make you an offer on the lighting system." This was one of the most ridiculous statements that I have ever heard. Big business does not operate this way and the whole bill became an embarrassment and created friction between Arctic Cat, Polaris and Snow Glow. All so that a handful of State Representatives could get a little publicity at my expense! As you can see in the Pioneer Press article, Arctic Cat and Polaris offered to meet with me but never did. I phoned Mr. Janezich and he told me that he would set up a meeting between Arctic Cat, Polaris and myself, however no such meeting was ever set up.

This whole experience has put a real sour taste in my mouth towards my "inept" State Legislators (at least the ones from this area). This is just one of many reasons why I welcomed the thought with open arms of the prospect of Mr. Ventura, with his "tell it like it is" attitude becoming this great state's Governor. I personally feel as Governor Ventura does, in as much as we don't need more government intervening into our lives. However, when it comes to the life and death of snowmobilers, the prospect of new jobs on the Iron Range, and perhaps even saving the sport of snowmobiling itself, I feel that help to get this product moving into the production of snowmobiles is an honorable cause. Please take a couple of minutes to review the enclosed video tape showing the new lighting system in actual snowmobiling conditions.

I would like to meet with Governor Ventura to explore this whole thing further. Governor Ventura is always welcome to come to me or I would gladly meet with him wherever and whenever would be convenient for his busy schedule.

I want to Thank you for taking the time to read this and look forward to hearing from anyone but my local Representatives.

Very truly yours,



Al Lakosky, President

enc: Video on "Safe-Stop™" Emergency Flasher System  
Article from St. Paul Pioneer Press Business section dated Feb. 3, 1998  
Brief article from Jan. '96 MN Sportsman Magazine on "Night Snowmobiling Dangers"

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# Trails To Tragedy

*More than 17,000 snowmobilers were killed or injured in accidents last winter, and snowmobile safety experts agree that most of those tragedies could have been avoided. Their advice just might save a life, possibly even yours, this winter.*

by Steven P. Barlow

It's winter. The snow is piling up outside and the ice on the lakes is getting thick. You can stay warm, close the curtains and not think about it until it all goes away.

Or, if you're like an estimated 4 million people in this country, you see winter as a recreational opportunity to climb onto a snowmobile, journey to your favorite ice-fishing spot, tour a scenic trail, or take an exhilarating jaunt through snow you'd have to plod through on foot.

While the popularity of snowmobiles continues to grow, there are increased concerns about accident prevention. According to the federal Consumer Product Safety Commission, the most recent statistics available showed 17,423 injuries nationwide related to the use of snowmobiles in 1994.

In accidents that were reported, snowmobile experts found these recurring themes: unsafe speed, alcohol use, operators unfamiliar with the trail or terrain, operator inattention, operator inexperience, lack of supervision of children, and the special hazards of night riding.

"I would say that in 90 percent of accidents, it's the snowmobiler's fault," said Dick Hermance, head of Collision Research in Milson, N.Y.

914-452-9042

Many snowmobile accidents occur when excessive speed is coupled with the operator's unfamiliarity with the terrain. Illustration by Jonathan Milson.

and an expert in snowmobile accident reconstruction in both the United States and Canada.

While Hermance has researched cases that involved product defects, poor trail design and adverse weather conditions, the overwhelming majority of accidents, he said, involve human error and are therefore preventable.

## SPEED AND ALCOHOL

On March 11, 1994, at about 10 p.m., 35-year-old David Leonard, his wife and a friend were riding separate snowmobiles on Oneida Lake in central New York when 28-

year-old Gerald Champagne, on a snowmobile traveling toward them, suddenly veered into their paths. Champagne and Leonard collided and were both killed on impact.

Both men had been intoxicated, and the speed of their sleds was estimated at 80 mph.

Gary Homuth, recreation vehicle safety officer with the Wisconsin Department of Natural Resources, sees speed and alcohol as the common thread in snowmobile accidents in his state, as well.

"Whether a snowmobiler drives across a lake into open water or exits a trail on a curve and hits a tree," Homuth said, "in the majority of accidents, if the snowmobilers had

(Continued)



been going at slower speeds, they might have had time to react and possibly avoid those accidents or fatalities."

Homuth recalled one spectacular accident where a snowmobiler left a tavern at night, went across a lake at excessive speed, hit the shore of an island and launched himself and his sled into the air, snapping off a tree 8 inches in diameter and ending up halfway through a cabin.

Homuth said that nearly half of the 30 fatal snowmobile accidents in Wisconsin last season involved intoxicated operators.

A study of snowmobile accidents in New Hampshire cited excessive speed and alcohol as separate factors in 67 percent of accidents. Together, they're a deadly combination.

#### DRIVER INATTENTION

Victor Wood, snowmobile program administrator with the New York State Parks, Recreation and Historic Preservation Division, points to driver inattention as another leading cause of snowmobile accidents.

"It's very easy to become distracted cruising along on the trails, taking in the sights," Wood

said.

For example, on Feb. 26, 1995, David Squadrito, 31, was killed in a daytime snowmobile accident when he struck a nylon boundary rope, which caught him in the throat. The rope had been marked with orange flags.

#### UNFAMILIAR TERRAIN

When you're traveling off groomed snowmobile trails, there are no signs to limit your speed or warn of sharp curves, dangerous terrain or deadly objects hidden by the snow.

Even on familiar terrain, trail conditions can change quickly. Wind can create dangerous snowdrifts, white-outs hamper visibility, and the snow's lack of contrast can impair depth perception.

"You can go from powdered snow to washboard conditions to ice," Hermance said. "You can have a 10-mile lake that's perfectly smooth, then all of a sudden you get a pressure crack that heaves up a 4-foot wall of ice."

#### OPEN WATER AND THROUGH THE ICE

"We get a lot of drownings on the lakes because people don't realize that you can have 20 inches of ice in

one spot and no ice 100 feet away," Hermance said.

"What happens when people fall in is that they don't die from the crash, and they don't die immediately from drowning. The problem is that when they reach up onto the ice, they can't get a grip to pull themselves out," he said.

#### LACK OF SUPERVISION

Homuth said there is usually at least one fatality every year in Wisconsin involving someone under age 16 whose parents allowed unsupervised operation.

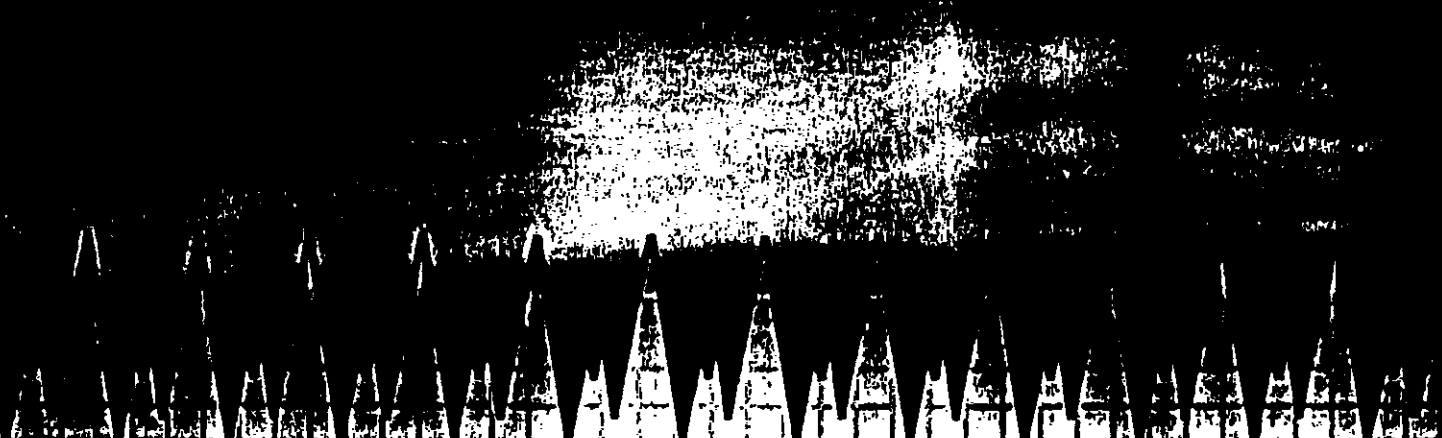
"We had a double fatality last year," Homuth said. "Two boys went across a field and hit a piece of farm machinery that was covered by snow. Both were killed."

#### NIGHT RIDING

Night riding presents its own set of problems. It's easy to overdrive the range of your headlights if you go too fast. Face shields tend to ice up at night, and some operators forget to switch from the tinted face shields they used during the day.

Some objects are nearly impossible to see at night. On March 3, 1994, Dale Becotte, 22, was riding his snowmobile at night in a field.

## It **TOPS** Out At About 168\*



Ron Shearer    Gary Klein    Greg Hines

\*Heartbeats Per Minute: Astro's racy good looks, wide-open performance, and full-featured fishability make it the choice of Team Brunswick pros Gary Klein, Ron Shearer, and Greg Hines. And a lineup ranging from the tournament-quality Quickfish to the fast-selling Stealth series means there's an Astro\* that's right for you too.



Becotte struck three guy wires strung from a nearby utility pole. His helmet entangled in the wires and he was suspended upright. His gloves were found beside him, indicating that he had tried to free himself. He strangled on the chin strap of his helmet.

"In one fatal accident," Hermance said, "two people had broken down on their snowmobile at night out on a lake. Another machine came ripping across the lake and ran into them. One person was killed and two were severely injured. As a result of accidents like this, one of the things we're designing right now is an emergency lighting system for snowmobiles.

"We're also looking at air bags for snowmobiles to help redirect the rider away from the immediate impact," Hermance said.

#### RIDE THE TRAILS

Many accidents occur when snowmobiles are illegally operated on roadways. Yet there is an alternative.

As of 1994, there were 107,734 miles of groomed snowmobile trails in the United States, according to Kay Lloyd, co-chair of the

International Snowmobile Council and president of the American Council of Snowmobile Associations.

Members of snowmobile clubs and associations can take most of the credit for those trails. The problem, according to Lloyd, is that while there were 1,224,409 registered snowmobiles in the United States as

*A study of snowmobile accidents in New Hampshire cited excessive speed and alcohol as separate factors in 67 percent of accidents.*

*Together, they're a deadly combination.*

of 1994, only 224,780 snowmobilers belonged to snowmobile associations.

Homuth noted that the states pay only for the gas used when the clubs groom the trails and for the signs the clubs put up. In return, out-of-state snowmobilers provide an estimated \$180 million in revenues in Wisconsin alone.

Statistics show that club members have fewer accidents.

#### LEGISLATE AND EDUCATE

Tougher laws are being enacted to help reduce snowmobile accidents. Illinois will have a tougher drunk driving law in effect Jan. 1, allowing officers to conduct chemical tests to determine if a snowmobile operator is intoxicated. Refusal to submit to the test will result in a suspension of operating privileges for two years.

Education may be the key to reducing snowmobile accidents. But most experts agree that mandatory safety courses for adults may be years away.

Fortunately, the majority of snowmobile accidents can be prevented. If your sled's in good shape and you ride responsibly, your chances of having an accident are small.

"In a nutshell, it comes down to common sense," Wood said.

Stay on marked trails, know the terrain, join a club, operate at prudent speeds consistent with your abilities and weather conditions, and don't combine snowmobiling with alcohol consumption. □

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AMERICAN MEDICAL ASSOCIATION HOUSE OF DELEGATES

Resolution: 402  
(A-98)

Introduced by: International College of Surgeons

Subject: National Snowmobile Safety Course Certification

Referred to: Reference Committee D  
(Robert D. McCallfree, MD, Chair)

1. Whereas, In recent years approximately one in every 1500 to 2500 snowmobile
2. users dies each season in the United States; and
- 3.
4. Whereas, This death rate is 2.5 to 4.0 times the average rate of automobile fatalities
5. annually in the United States; therefore be it
- 6.
7. RESOLVED, That the AMA should assist the public by developing a curriculum for
8. nationally certified snowmobile safety instruction suitable for national use; and
9. further be it
- 10.
11. RESOLVED, That the AMA take such action as may be reasonably necessary to
12. encourage the development and implementation of the safety instruction courses
13. developed in connection with this recommendation.
- 14.
15. Fiscal Note: No significant fiscal impact.



**SnowGlow Inc.**

---

**From:** Al Lakosky <alley@rangenet.com>  
**To:** SnowGlow Inc. <snowglow@rangenet.com>  
**Sent:** Thursday, February 03, 2000 2:26 PM  
**Subject:** Fw: Snowmobile Safety

----- Original Message -----

**From:** Al Lakosky  
**To:** eklim@aol.com  
**Sent:** Thursday, February 03, 2000 2:21 PM  
**Subject:** Snowmobile Safety

February 3, 2000

ISMA  
Ed Klim  
International Snowmobile  
Manufacturer Association

Dear Ed:

My name is Michelle Robillard. I live and have lived in northern Minnesota all my life. This past weekend, I went snowmobiling for the first time ever and put on nearly 100 miles. It was a very exciting and fun time for me and all others this weekend. As you may know, we have had three years of practically no snow, so we were riding on a very big lake.

As the day was ending we decided to visit a resort for some dinner and conversation. As we arrived, we paused at the bottom of a large hill, from the lake to the parking area, so I could be instructed what to do and where to go as it was now dark.

Ready to follow the others up the hill, my machine stalled. I was in the middle of the trail up to the resort, totally dark, with sleds coming down the hill to leave and other riders coming up behind me to head in. Needless to say I was scared to death not knowing quite what to do. I couldn't get the machine started, I wasn't seen, and I didn't know whether to stay with the machine or run away and get help. What a scary helpless feeling! People of course came to rescue me and pulled my machine out of the way, by a sign indicating the way into the resort area. A fellow with us pulled up his machine next to mine and shut it off. Then he turned on an emergency flasher which shined yellow ahead of us and red behind. This was what I needed on my sled! We talked about his sled and that the light was not a custom accessory but a light system he had invented as a result of experiences and stories just like mine. He has been trying to sell his system to Artic Cat and Polaris for the last three years! This is a must for all snowmobiles!!

The next day we are riding again. A beautiful Sunday and at dusk we are heading back to our cabin. As we're riding and its just getting dark, up ahead I noticed what looked like a large snow chunk and something my partner would jump so I backed away. Much to our surprise, there in the middle of the lake trail was a stalled new snowmobile! No one around. It was now getting dark. All I thought of was if all of us were riding in a line across on this trail, one of us would have hit this sled or swerved to miss it and hit one of our own! We all stopped a moment and talked again about the emergency flasher system. Al said it would run continuously for 60 some hours, and who knows how long the sled was there or would be there, it was Super Bowl Sunday!!! Here again, on my first ever snowmobiling adventure, I had been frightened and now I was worried for others and there was nothing we could do!

We got home safe and sound and though it was a very fun weekend overall, I could not get these two dangerous incidents out of my mind. There must be something I can do. I want these lights on my sled and my partner's and my children's. So Monday I headed to a local snowmobile store to inquire about something like the flashers I had seen or something at least similar we could use to prevent this again. I was told there is nothing except some strobe lights we could carry. I wondered why and/ or if this flasher system I saw was something the snowmobile manufacturers would be installing in new sleds or we could buy and add to our own, so I contacted them directly.

I spoke with Arctic cat and Polaris, they thanked me for my call and politely gave me your company/organizations name, ISMA, your name, phone number and e-mail. You were given high regard as to a way for me to tell my story and possibly make a difference. I was told you work with all the big manufacturers and are the stamp of approval for safety. You are who I need to talk with. I have also become acquainted with Al Lakosky, the inventor of the emergency flashers.

I will give you a call later this afternoon on this matter to learn more about ISMA and to discuss what if anything is being done to prevent accidents like this from ever happening. I will look forward to talking with you.

Sincerely, Michelle

*Light***Minnesota House of Representatives**

KEY: ~~stricken~~ = old language to be removed  
underscored = new language to be added

NOTE: If you cannot see any difference in the key above, you need to change the display of stricken and/or underscored language.

Author and Staff: List versions

H.F. No. 3479, as introduced: 81st Legislative Session (1999-2000) Posted on Feb 15, 2000

- 1.1 A bill for an act  
 1.2 relating to natural resources; requiring new  
 1.3 snowmobiles to have auxiliary hazard lighting systems;  
 1.4 amending Minnesota Statutes 1998, section 84.021, by  
 1.5 adding a subdivision.  
 1.6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:  
 1.7 Section 1. Minnesota Statutes 1998, section 84.021, is  
 1.8 amended by adding a subdivision to read:  
 1.9 Subd. 3. [AUXILIARY LIGHTING SYSTEM.] All snowmobiles  
 1.10 manufactured after June 30, 2002, and sold in the state after  
 1.11 December 31, 2002, shall be designed and made to provide for a  
 1.12 secondary or auxiliary hazard lighting system. The lighting  
 1.13 system must:  
 1.14 (1) have an energy source separate from the main energy  
 1.15 source that:  
 1.16 (i) runs the system for a minimum of 40 hours at zero  
 1.17 degrees Fahrenheit; and  
 1.18 (ii) functions in temperatures of 30 degrees below zero  
 1.19 Fahrenheit or colder;  
 1.20 (2) have an on/off switch that is separate from the main  
 1.21 electrical system;  
 1.22 (3) emit yellow lighting from the front of the snowmobile  
 1.23 and red lighting from the rear;  
 1.24 (4) have a flashing display; and  
 1.25 (5) be visible in unobstructed darkness, from at least  
 2.1 one-half mile distant from the front and rear of the snowmobile.

*Have Bill as introduced by Chief author - BAKK  
 Others - Rutkowski, Immacolone 2-16-00*

*Light*



## Minnesota Senate

KEY: ~~stricken~~ = old language to be removed  
underscored = new language to be added

NOTE: If you cannot see any difference in the key above, you need to change the display of stricken and/or underscored language.

Authors and Status ■ List versions

S.F No. 3471, as introduced: 81st Legislative Session (1999-2000) Posted on Feb 22, 2000

1.1 A bill for an act  
1.2 relating to natural resources; requiring new  
1.3 snowmobiles to have auxiliary hazard lighting systems;  
1.4 amending Minnesota Statutes 1998, section 84.821, by  
1.5 adding a subdivision.  
1.6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:  
1.7 Section 1. Minnesota Statutes 1998, section 84.821, is  
1.8 amended by adding a subdivision to read:  
1.9 Subd. 3. [AUXILIARY LIGHTING SYSTEM.] All snowmobiles  
1.10 manufactured after June 30, 2002, and sold in the state after  
1.11 December 31, 2002, shall be designed and made to provide for a  
1.12 secondary or auxiliary hazard lighting system. The lighting  
1.13 system must:  
1.14 (1) have an energy source separate from the main energy  
1.15 source that:  
1.16 (i) runs the system for a minimum of 40 hours at zero  
1.17 degrees Fahrenheit; and  
1.18 (ii) functions in temperatures of 30 degrees below zero  
1.19 Fahrenheit or colder;  
1.20 (2) have an on/off switch that is separate from the main  
1.21 electrical system;  
1.22 (3) emit yellow lighting from the front of the snowmobile  
1.23 and red lighting from the rear;  
1.24 (4) have a flashing display; and  
1.25 (5) be visible, in unobstructed darkness, from at least  
2.1 one-half mile distant from the front and rear of the snowmobile.

*Q's bill - introduced by Leonard 2-22-00*



Iron Range Resources &amp; Rehabilitation Agency

## Agency



In the news



**John Smith**  
Commissioner

### What's news-

#### In The News

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**H**eadquartered in Eveleth, Minn., the Iron Range Resources & Rehabilitation Agency is a unique state agency designed to help strengthen and diversify the economy of northeastern Minnesota. Specifically, the IRRR serves the interests of the Taconite Tax Relief Area (TTRA), a geographical region encompassing approximately 13,000 square miles. IRRR programs, including those that encourage economic development and tourism, are funded by taxes levied against the region's taconite mining companies. The agency and its programs receive no money from the state's general fund. In addition to assisting existing businesses and communities, as well as providing incentives for business relocation and enhancement of tourism to the region, the agency owns and operates Ironworld Discovery Center in Chisholm and Giants Ridge Golf and Ski Resort near Biwabik.

#### History

The IRRR was created by the 1941 Minnesota Legislature to help ease northeastern Minnesota's dependence on the natural ore and timber industries. Our mission is and always has been one of economic development and diversification.

#### Hours

Monday - Friday, excluding state holidays  
8 a.m. - 4:30 p.m.

#### Contact

#### Staff Directory

Iron Range Resources & Rehabilitation Agency  
P.O. Box 441, Eveleth, MN 55734  
(218) 744-7400  
800-765-5043

#### Our Mission

"First, to be careful custodians of the public money entrusted to us. Second, to enhance the economic vitality of the Taconite Tax Relief Area through value-driven, cost-effective projects and programs designed for the long-range benefit of the region."

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Fax: (218) 744-7401

March 27, 2000

Mr. Al Lakosky  
President  
Snow Glow, Inc.  
312 2<sup>nd</sup> Avenue North  
Virginia, MN 55792

Dear Mr. Lakosky,

Thank you for sharing the information and giving me a sample unit and video tape on your latest venture to build a hazard lighting system for snowmobiles. I think that the benefits from such a system are obvious, and I personally support not only the use of your lighting system, but would also encourage it to be implemented at the manufacturer's level to go into production.

Good luck and let me know if I can be of further assistance.

Sincerely,

John Swift  
Commissioner  
IRRRB

JS:sk\LakoskyLet



March 1, 2000

Al Lakosky  
c/o Snow Glow  
312 2<sup>nd</sup> Avenue North  
Virginia, Minnesota 55792

Dear Mr. Lakosky:

The other day I overheard you asking if anyone felt there would be a need for emergency flashers on snowmobiles.

I am writing this letter of support to say emphatically that **"yes there should be emergency flashers on snowmobiles,"** and to reiterate an experience my wife and I had a few years ago on a snowmobile trail near Crane Lake, Minnesota.

We were out for a short ride on a dark and cold January night. Without realizing it I had gotten quite a distance ahead of my wife, when my snowmobile suddenly broke down and quit running, in turn causing both the head and tail lights to go out. As I was trying to man-handle my snow machine off the trail, my wife caught up to me; on such a dark night and with no lights on my sled, she never saw me until it was too late....striking me in the back and knocking me into the woods, while her machine flipped over....hurling her down the trail about twenty yards. To shorten my story....I ended up with broken ribs, and although my wife escaped injury, this could have been a major tragedy with one or both of us sustaining serious injuries and possible death in the middle of the woods alone.

I firmly believe that our near tragic experience, and many other similar incidents I have heard about, could have been easily averted if emergency flashers were standard equipment on snowmobiles.

I whole heartily support you in the development of effective emergency flashers for snowmobiles.

Sincerely



Michael R. Vidmar  
P.O. Box 103  
Crane Lake, Minnesota 55725



Snow Glow, Inc  
Al Lakosky President  
312 2<sup>nd</sup> Ave N  
313 Virginia, MN 55792

March 14, 2000

Dear Mr. Lakosky,

I have been a proponent of some sort of emergency lighting system for snowmobiles for many years. The reasons are obvious and are pretty much the same basic reasons we have four-way flashers on cars. All too often, someone breaks down with a snowmobile at night and has no way of warning oncoming vehicles. In addition, it is quite common for snowmobiler's to stop in or along a trail to talk. They usually turn the machine off so they can hear each other. With the machine off, they do not have anyway to warn oncoming snowmobiles of their existence. A safety lighting system would certainly enhance safety in these situations that are very common, as well as other nighttime situations.

Sincerely,

Richard Hermance  
President  
Collision Research, LTD





**FAST, Inc.**  
201 Jackson Street  
Eveleth, Minnesota 55734-9604  
Sales Order Line: 218-744-2101  
FAST Tech Line: 218-744-2107  
Fax Line: 218-744-5872

Alan Lakosky  
Snow Glows, Inc.  
312 2nd. Avenue North  
Virginia, MN 55792

March 6, 2000

Dear Alan:

I thought it may be important for you to know how the Safety-Stop lighting system worked for us this past year. From the get-go I thought your design and idea was pretty strong and seemed only to make sense to incorporate it into our vehicle's design. A snowmobile as advanced as the Blade needs also to be concerned about safety, to which we are.

Mother nature has ended our season somewhat short though we did get the opportunity to show our vehicles (which included the Safety-Stop light) across eight states from New York to North Dakota and three Canadian Provinces during this season. As you may know, where ever we go we cause quite the excitement and I was particularly pleased to see the interest in the Safety-Stop system. The comments were wide ranging and always positive though most wondered why it took so long for someone to recognize the need.

We incorporated the Safety-Stop into the Blade's design early on and I am pleased we did for several reasons. First, it was to help out a fellow business that we have dealt with for numerous years. Second, it was different and I was sure it would raise some questions and curiosity at the shows. Third and foremost, it's true brilliance did not become apparent until its actual use on the trail. Not only did it work it caused many to stop and take notice... it really made them think.

In close, your product worked extremely well for us both on and off the trail and it has made good sense for us to be a part of your breakthrough idea. Safety is high on our priority list and this is certainly a product that all manufacturers should seriously consider.

Should you need any assistance to further your products' use please do not hesitate to contact me directly.

Sincerely,

David J. Karpik  
VP Sales & Marketing  
FAST, Inc.



**FAST INC.**

201 Jackson Street  
Eveleth, Minnesota 55734

Phone:	Order Line	218-744-2101
	Tech Line	218-744-2107
	Fax Only Line	218-744-5872

March 9, 2000

Al Lakosky  
Snow Glow, Inc.  
312 2<sup>nd</sup> Ave. N.  
Virginia, MN 55792

RE: Safety Stop Light

Dear Al:

I am an employee of FAST, Inc. doing a great deal of traveling promoting the Blade, the World's most advanced snowmobile. I have been very pleased with the response I continually get on the Safety Stop Light you designed. I wanted to let you know of the many compliments and questions I have received regarding it.

I am often the one sharing knowledge when someone sees your light for the first time. After I explain what it is, I am flooded with questions. Because the Safety Stop Light has a self-contained battery pack, the snowmobile doesn't need any power from any other source; it works on its own power to be flashing at the very moment you need it. Every single snowmobile industry event I repeatedly hear the same things: "Why haven't all snowmobile manufacturers used these?" "Why doesn't my snowmobile have one?" and "How come they all don't?"

The Blade is the industry's most advanced snowmobile and it only seems fitting that it would include this revolutionary safety feature as standard equipment. Thank you for the great invention.

Sincerely,

A handwritten signature in black ink, appearing to read "B. Rogers". The signature is stylized with a large, sweeping "R" and a long horizontal stroke extending to the left.

Brian Rogers

**Al Lakosky**

---

**From:** "David Dill" <orr@the-bridge.net>  
**To:** "Al Lakosky" <alley@rangenet.com>  
**Sent:** Tuesday, March 14, 2000 1:09 PM

3/14/00

Michelle Robillard and Al Lakosky

**RE: Safe Stop flasher system**

Over the years numerous search and rescue missions have been launched by myself and members of our community which lies at the edge of Voyageurs National Park. Finding a snowmobiler who is lost or who's snowmobile is disabled on the large lakes of Voyageurs National Park can be a long drawn-out process when the overdue party's snowmobile will not run and the lights are inoperative. More often than not time is of the essence. An emergency flashing light system on a lost/disabled snowmobile would greatly enhance a search team's ability to locate a lost/disabled snowmobiler.

I would support the addition of an emergency lighting system on snowmobilers at the manufactures level.

Very truly your,  
David Dill  
President  
Crane Lake Snowmobile Club, Inc.

03/14/2000

**Al Lakosky**

---

**From:** "Al Lakosky" <alley@rangenet.com>  
**To:** <eklim@aol.com>  
**Sent:** Thursday, April 20, 2000 11:29 AM  
**Subject:** Appreciation

April 20, 2000

Hello Ed,

It was very nice to meet you, and thank you for allowing us the opportunity to attend the SAE / SSCC meeting. For Al and Snow Glow, this meeting, with all the manufacturers in one room, has been a goal for more than four years. It was our pleasure to share with everyone the history of our being there, to explain and demonstrate the emergency flasher system, and to ensure all that we are on your team- who's purpose is to improve the safety and enjoyment of the sport of snowmobiling.

Ed, if you would, please send me the list of the names and addresses of everyone at the meeting so we can thank each one personally. As I said, this was a very important meeting to us and we would really like to express our appreciation.

We look forward to hearing from you again. Happy Easter.

Best Regards,  
Michelle and Al

05/01/2000

**Al Lakosky**

---

**From:** <EKlim@aol.com>  
**To:** <alley@rangenet.com>  
**Sent:** Monday, May 01, 2000 2:37 PM  
**Subject:** Re: SSCC Contact List

Here is the list of manufacturer's representatives that were at the meeting in Minneapolis that you attended:

Fred Bernier and Brian Nelson - Arctic Cat  
PO Box 810  
Thief River Falls, MN 56701  
(218) 681-8558

Guy Hetu - Bombardier Inc.  
565 de la Montagne St.  
Valcourt, Quebec CANADA JOE 2L0  
(450) 532-2211

Norm BergandMike Anderson - Polaris Industries  
301 5th Ave SW  
Roseau, MN 56751  
(218) 463-4457

Ron Ruzewski and Bruce Enderle - Yamaha Motor Corp. USA  
1255 Main Street  
Coon rapids, MN 55448  
(612) 754-6927

Randy Karpik - FAST Inc.  
201 Jackson Street  
Eveleth, MN 55734  
(218) 744-3179

Walter Ross - SAE  
c/o J W. Speaker  
W185 N11315 Whitney Drive  
Germantown, WI 53022  
(262) 251-6660

Sincerely,  
Ed Klim  
ISMA



September 6, 2000

Mr. Al Lakosky  
Miss Michelle Robillard

I enjoyed the opportunity to talk with both of you on Aug. 31<sup>st</sup>, here at Arctic Cat.

I feel you have taken the proper approach concerning your product by presenting it to the SSCC Board at our regular meeting on 4/18/00. I do have a conference call meeting of the SSCC Board coming up shortly and the emergency flasher system is one of the topics for discussion.

The general approach from an industry stand point is far superior to segmenting various states or groups, and I appreciate having had the opportunity to discuss with you. SSCC will respond when they feel they have gathered enough information to make an accurate decision on how to proceed.

Best Regards,  
Arctic Cat Inc.

Fred H. Bernier  
Manager, Product Testing & Certification



**Fred Bernier**  
Product Testing &  
Certification Manager

Telephone (218) 681-8558  
Direct Line (218) 681-9799, ext 3302  
Fax (218) 681-8183

ARCTIC CAT SALES INC., 601 BROOKS AVE. S., THIEF RIVER FALLS, MN 56701



**Snowmobile Safety and Certification Committee, Inc.**

1640 Haslett Road, Suite 170 • Haslett, Michigan 48840 • (517) 339-7788 Fax: (517) 339-7798

---

September 12, 2000

Snow Glow Inc.  
Attention: Al Lakosky  
312 Second Ave North  
Virginia, MN 55792

Dear Al,

As we are all enjoying the start of a beautiful fall season in the Great Lakes region with the anticipation of a fabulous winter, I thought I would drop you a short note regarding your emergency lighting system. This is a follow up to our meeting and discussion a few months ago in Minnesota with the SSCC Committee.

The Snowmobile Manufacturers, as they mentioned to you at the meeting, are researching the need for the type of product that you manufacture. They are preparing to test your product this winter season, which hopefully will be a snowy one.

I hope all is well with you in Minnesota and I look forward to talking with you in the future.

Sincerely,

Ed Klim  
Chairman, SSCC



1255 Main St., Coon Rapids, Minnesota 55448-1410 763-755-2743 Fax 763-754-6939

October 4, 2000

Snow Glow Inc.  
312 2<sup>nd</sup> Avenue North  
Virginia, MN 55792

Dear Mr. Lakosky:

Thank you for your letter of September 12<sup>th</sup>, requesting a meeting with Yamaha Motor Corporation. I would like to inform you of our (Yamaha Motor Corporation) current position regarding your Safe-Stop Hazard Light System.

After your presentation to the SSCC committee of which I attended, I informed all of the Yamaha management of the snowmobile division of your product and your presentation. While some of our people have had exposure to your product in the past, for most it was the first introduction. A short time after the meeting I received one sample of your product and again informed management by demonstration.

At this time, the Yamaha snowmobile division does not have any additional questions regarding the function and benefits of your product. We understood your product and presentation very well. Our plan will be to evaluate your system during the upcoming winter season and contact you at that point if we have additional questions. We will also await further information from the SSCC regarding the future direction of auxiliary lighting systems for snowmobiles.

I would like to request one additional sample kit of your hazard lighting system to forward to our engineering department in our main office in Japan.

If you have any future updates, information or statistics regarding your product, please feel free to forward to me and I will continue to keep the snowmobile division updated.

Sincerely,

Ron Ruzewski  
Assistant Department Manger  
Yamaha Motor Corporation  
Snowmobile Engineering Division  
North American Snowmobile Headquarters

Cc: Yamaha Motor Corporation, RV Engineering Division



## **snowglow**

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**From:** "Ron Ruzewski" <ron\_ruzewski@yamaha-  
**To:** <snowglow@snowglow.com>  
**Sent:** Wednesday, August 22, 2001 5:34 PM  
**Subject:** report  
Michelle,

With regards to the snowglow unit we had last season.

**Installation:** Not too difficult although on the unit we installed the snowglow, we could not use the headlamp for the installation due to the design. This hampered the performance of the unit.

**Function:**

The unit functioned and the battery lasted the season of use. The visibility from an angle was less than I expected but possibly due to the installation.

The rear light was not visible any further than just the reflectors which are located at the rear when approached by another unit with the light on at night.

For location, if looking directly at the unit the function was good. (both front and rear)

Lacking 360 deg visibility.

**Conclusion:**

Basically the unit worked good and as marketed. There are limitations to the system just as there are with other systems. The unit does draw attention but the variables of terrain, conditions and speed are also related to the effectiveness of the product.

I hope this is what you are looking for. I am sure we will have more to discuss in the future or Ed will.

Regards,

Ron Ruzewski  
YAMAHA North American Snowmobile Headquarters (NASH)  
Snowmobile Engineering Division  
Ph: 763-754-6927  
Fax: 763-754-6939  
e-mail: [ron\\_ruzewski@yamaha-motor.com](mailto:ron_ruzewski@yamaha-motor.com)

8/23/01


Arctic Cat

July 30, 2001

Dear: Mr. Al Lakosky  
Ms. Michelle Robillard

Following is the results of my evaluation of 3 different designs of signal light systems which includes the sample supplied by Sno Glow. Please review, if you would like to discuss this further you may contact me at (218) 681-9799, ext. 3302.

Sincerely,

  
Fred Bernier

### **Durability:**

I installed the Sno Glow flasher system on a 2001 Panther 4-stroke unit. During installation it should be noted that the wires running to the rear lamp had to be lengthened. During the course of the winter 4300 miles were accumulated on this snowmobile with the flasher system installed. The flasher system remained functional throughout the accumulated miles. Durability of the system appears adequate provided care is used during installation.

### **Performance & Function.**

Tested performance of system in various conditions, i.e. clear, blowing snow, lake, trails, fog, etc.

Best performance was noted for clear and lake conditions. Visibility up to 1 miles if there were minimal competing light sources. Blowing snow and fog offered the least performance. It appears any form of interference diminishes the performance greatly. With any interferences the side visibility is virtually nonexistent. In addition, if you approach the snowmobile from the rear on a winding trail, the reflex of the taillamp in the approaching machines headlamp completely dominates the flashing characteristics of the system and you do not perceive any flashing warning at all.

Test 2 other systems, these were remote strobe type signal lights.

One was a single directional which clipped to the windshield. It performed as well or better than the previous system by virtue of its higher position on the snowmobile itself. The drawback was it was very directional and could only be seen from 1 approach direction.

The second system was a 360° visibility amber strobe light which also clips to the windshield. From a stand point of pure visibility in all conditions, this system was superior in all tests, by virtue of 360° visibility, and its higher location on the vehicle. Also, the color was not diluted by approaching lights.

Drawbacks to this light as well as the single directional lights, could be lost, could be removed by a passerby. Additional benefits, could be located remotely in a tree or high pile of snow in the event your snowmobile is not in a visible area. Also, could be carried by individual walking out on a busy snowmobile trail or along the highway.

I would be happy to discuss my findings and observations with you further if you desire.

**SNOW GLOW® INC.**  
**Manufacturers of Specialized Lighting Systems**  
312 2nd Ave North, Virginia, MN 55792 \* 218-749-4829 \* fax 218-749-6909  
snowglow@rangenet.com http://www.snowglow.com

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August 27, 2001

Dear Publishers:

Attached is a press release we are asking you to include in your next publication regarding a survey being conducted through Snow Glow® Inc at the request of the snowmobile manufacturers. The purpose is to gather more statistics about the interest and need for additional lighting on snowmobiles. If you would consider printing the entire survey in your publication, we believe it would help us to reach more riders for more complete information due to the fact that everyone of course does not use the Internet, and they are reading your magazine. Please consider the benefits to us all with your help.

We appreciate your time and attention. If you have any questions please call Michelle at 218-749-4829

Best Regards,

Michelle Robillard

**PRESS RELEASE: ATTENTION ALL SNOWMOBILERS!!**

Beginning August 24, 2001 a Survey is being conducted to gather information and statistics regarding the interest and need for additional lighting on snowmobiles, especially when purposely parked or shut down due to mechanical failure in low light and nighttime scenarios.

The completion of this survey will provide the snowmobile manufactures with riders experiences and opinion of the addition of Hazard Lighting on future snowmobiles. When you speak your mind, better products get to market. The manufacturers are happy and the consumers are happy. It's that simple.

Please take a few moments right now to complete the survey at [www.snowglow.com/Survey.htm](http://www.snowglow.com/Survey.htm) or go to [www.snowglow.com](http://www.snowglow.com), select the Links page and click on the Survey. The results of this survey will be published and all respondents names will be entered into a drawing for a Snow Glow® Hazard Light System to be given away Nov. 10, 2001. Thanks for your input and Safe Riding!

Surveys attached

# SNOW GLOW® INC.

## Manufacturers of Specialized Lighting Systems

312 2nd Ave North, Virginia, MN 55792 \* 218-749-4829 \* fax 218-749-6909

snowglow@rangenet.com http://www.snowglow.com

Dear Fellow Snowmobilers,

By the request of a Snowmobile Manufacturer in 1997, Snow Glow®, Inc was asked to build a secondary lighting system. This system would be self-reliant and would show light when a snowmobile is parked or disabled in dark or low light scenarios. Thus, an Emergency Hazard Flasher System was developed and is available as an after market accessory. Just as with hazard lighting on an automobile, this system emits a pulsing yellow light to the front and red light to the rear that can be seen for well over a mile. The inconvenience with this system is however, that it is not particularly consumer friendly to install.

Installation could easily be done at the factory and at an equal or lesser cost to you the rider. Instead, the manufacturers are now saying there is no need for this system and you the snowmobilers are not interested in this type of safety and convenience system on your sled. They suggest reflectors are enough; reflective clothing is available and you have the option to carry a strobe light.

While these items do provide some measure of safety, a built-in hazard light system could be a life saver, whose time has come. Tell us what you think. To help ensure that snowmobiling is around for years to come - for you, your children, and your grandchildren to enjoy, please complete the brief questionnaire below and return it to:

Snow Glow® Inc. 312 2nd Ave North Virginia, MN 55792.

The findings and results of this survey will be published in our continuing effort to keep you informed, and will be presented to all Snowmobile Manufacturers; the SSCC Snowmobile Safety and Certification Committee; ISMA International Snowmobile Manufacturers Association; SAE Society of Automotive Engineers; the Canadian Transport; and all other snowmobile affiliates, Insurance Companies, Law Enforcement agencies and other individuals who have assisted in this process.

Thank you in advance for your time and input. Remember, every single voice can make a difference.

1) How many years of riding experience do you have? \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Male: \_\_\_\_\_ Female: \_\_\_\_\_ Age: \_\_\_\_\_

2) What percent of your riding is done at night?

\_\_\_\_\_ do not ride at night

\_\_\_\_\_ less than 10%

\_\_\_\_\_ 10% to 50%

\_\_\_\_\_ more than 50%

3) Have you attended a Snowmobiling Safety Course? \_\_\_\_\_ yes \_\_\_\_\_ no

If yes, were you instructed on what to do when stopped or parked on a trail or lake at night? \_\_\_\_\_ yes \_\_\_\_\_ no

If yes, what were the instructions?

4) When riding at night, have you ever been in a situation where stopped with mechanical failure, you felt uneasy or concerned about not being seen by oncoming traffic thus creating a potential collision? \_\_\_\_\_ yes \_\_\_\_\_ no

5) When riding at night, have you ever been in a situation where you purposely stopped on a lake or trail and felt uneasy or concerned about not being seen by oncoming traffic thus creating a potential collision? \_\_\_\_\_ yes \_\_\_\_\_ no

6) Do you use or carry supplemental lighting with you when you snowmobile? \_\_\_\_\_ yes \_\_\_\_\_ no

If yes, what type?: \_\_\_\_\_

Random samples  
of surveys attached

- 7) At night, do you ever purposely stop and park on the side of a trail and walk away from your machine to read a map, wait for others, take in the view, rest and enjoy some quiet time, etc? \_\_\_\_yes \_\_\_\_no

If yes, how do you make your snowmobile visible in the event of oncoming traffic? Please explain.

- 8) Have you had experience or know of an experience when lost or broken down without any lights? \_\_\_\_yes \_\_\_\_no

- 9) Do you personally have or know of anyone who has had the experience of being in any type of collision due to the fact that a snowmobile was stopped? \_\_\_\_yes \_\_\_\_no

If yes, will you share your story?

- 10) Can you see the benefit and convenience of having a hazard light installed on your snowmobile? \_\_\_\_yes \_\_\_\_no

- 11) A snowmobile hazard flasher system has been called by some the most essential and invaluable safety feature yet introduced to the sport of snowmobiling. Others love the convenience and built-in-security. Still others say there is no need. What do you say? On a scale of 1 - 10 (with 10 being the highest) how important do you feel hazard flashers could be to the sport of snowmobiling? \_\_\_\_\_

Please explain:

- 12) Would you be willing to incur the minimal increase in cost of a new snowmobile to have an emergency hazard system as a standard feature? \_\_\_\_yes \_\_\_\_no

- 13) Please add any additional comments, ideas and input regarding the sport of snowmobiling in general:

Thank you! Your completing this form and sending it back will aid in the development of new, cost efficient and sensible accessory features on new snowmobiles!

Safe riding and we hope to see you on the trails.  
Your friends and fellow riders at Snow Glow® Inc.

**snowglow**

To: <snowglow@rangenet.com>  
Sent: Friday, September 14, 2001 10:58  
Subject: Hazard Light Survey  
Below is the result of your feedback form. It was submitted by  
( ) on Friday, September 14, 2001 at 10:58:10

---

sex.and.age: Male 36-45

years.riding: Over 21 years

how.much.night.riding: 10% to 50%

firstname: Michael

lastname: Palsson

ContactEmail: [REDACTED]

street: [REDACTED]

city: Osteforsund

state: Sweden

zipcode: [REDACTED]

Make.and.Model.Snowmobile: Polaris - Various models

Ever.Attend.Safety.Course?: Yes, the instructions were to move the vehicle aside from the trail if possible.

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Yes

Have.You.Purposely.Stopped.At.Night?: Yes many times. You're always listening for other snowmobiles being prepared to start your own sled in case someone is getting close to you.

Do.You.Carry.Supplemental.Lighting: Yes a flashlight (Mini-Maglite)

If.You.Stop.What.Do.You.Do.To.Be.Seen?: If i can't park it in a 100% safe place i leave the engine running.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: No, hope i never will because that's a BAD situation.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: Not when things went really bad but some close ones.

Can.You.See.Benefit.Convenience?: Clearly!

One.To.Ten.Scale.Need?: I would give it a 10 because it doesn't only improve safety when riding/parking. It would also be a great help finding people/sleds getting lost.

---

9/14/01

snowglow

To: <snowglow@rangenet.com>  
Sent: Monday, September 10, 2001 1:35  
Subject: Hazard Light Survey  
Below is the result of your feedback form. It was submitted by  
( ) on Monday, September 10, 2001 at 13:35:41

---

sex.and.age: Male 21-35

years.riding: 11 - 15 years

how.much.night.riding: 10% to 50%

firstname: Edson

lastname: Pfeiffelman

Contact(email): [REDACTED]

street: [REDACTED]

city: Grand Junction

state: CO

zipcode: [REDACTED]

Make.and.Model.Snowmobile: 2000 Arctic Cat ZR 500

Ever.Attend.Safety.Course?: yes.. pull the very far right or shoulder of the trail and to start your snowmobile when other traffic is coming in either direction and if they are coming in the direction that they see your taillight then flash your brakes a few times so they see the bright light.

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: NO

Have.You.Purposely.Stopped.At.Night?: yes.

Do.You.Carry.Supplemental.Lighting: yes. Flashlight and emergency flashing beacon like used on a lifevest.

If.You.Stop.What.Do.You.Do.To.Be.Seen?: I pull on top of the bank and get right off the trail.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: yes. Had a buddy lead and I followed him.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: None.

Can.You.See.Benefit.Convenience?: yes.

One.To.Ten.Scale.Need?: 10 as snowmobile prices climb, I think having the best equipment and options available on my sled would make me a happier and more prepared snowmobiler especially when it comes to safety equipment.

Other.SnowGlow®.Products.Questions?: nope.

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9/10/01



**snowglow**

To: <snowglow@rangenet.com>  
Sent: Wednesday, September 12, 2001 11:17  
Subject: Hazard Light Survey  
Below is the result of your feedback form. It was submitted by  
( ) on Wednesday, September 12, 2001 at 23:17:33

---

sex and age: Male 36-45

years riding: 16 - 20 years

how much night riding: Less than 10%

firstname: jp

lastname: beck

Contact Email: [REDACTED]

street: [REDACTED]

city: lea Rapids

state: manitoba

zipcode: [REDACTED]

Make and Model Snowmobile: ski-doo machz 800

Ever Attend Safety Course?: yes park off trail and try to park close to shore.

Are You Concerned When Broke Down Because Of Possible Collision?: yes i have. i carry a strobe type flashlight.

Have You Purposely Stopped At Night?: as i said i carry a strobe type flashlight.

Do You Carry Supplemental Lighting: yes

If You Stop What Do You Do To Be Seen?: no

Have You Ever Been Lost Or Broken Down At Night?: no

Do You Know Of An Injury Or Collision Because Stopped With?: yes. a friend of mine had mechanical problems he pulled off the side of the trail but did not have any other lighting meanwhile another friend came up behind him, meanwhile its was snowing and at night, he was struck and sustained a serious leg injury. NOW he carries a light like mine.

Can You See Benefit Convenience?: yes.

One To Ten Scale Need?: 10. snowmobile manufactures should install this device because it will save lives.

Other SnowGlow® Products Questions?: where do you distribute your products in canada

---

9/13/01

**snowglow**

To: <snowglow@ranger.net>  
 Sent: Monday, August 27, 2001 8:07  
 Subject: Hazard Light Survey  
 Below is the result of your feedback form. It was submitted by  
 ( ) on Monday, August 27, 2001 at 20:07:48

---

sex and age: Male 36-45

years riding: 11 - 15 years

how much night riding: More than 50%

firstname: Kevin

lastname: Hite

Contact Email: [REDACTED]

street: [REDACTED]

city: Anchorage

state: AK

zipcode: [REDACTED]

Make and Model Snowmobile: 2001 700 Summit

Ever Attend Safety Course?: The instructions are always to pull as far to the right as possible and move downtrail from your machine.

Are You Concerned When Broke Down Because Of Possible Collision?: Most of our riding in Alaska is not on the trails. However, I am active in Search and Rescue which has trail implications. Collision on the trail is a major concern, most generally through a tight turn.

Have You Purposely Stopped At Night?: See Above

Do You Carry Supplemental Lighting: Yes. Strobes, flashlights and head mounted lights.

If You Stop What Do You Do To Be Seen?: I always park off the trail. Once again, most of ours is off trail riding, but the issue of trail riding impacts most other riders.

Have You Ever Been Lost Or Broken Down At Night?: No

Do You Know Of An Injury or Collision Because Stopped With?: My sled was stopped off trail (although in a line of machines) while I was consulting an instructor as to a route. I was off my machine when a student came from behind my machine and rear ended it at about 20 MPH. She stated that she was watching us point out lines of travel and did not realize my snowmobile was in front of her...\$1200 damage, luckily I was not on it.

Can You See Benefit/Convenience?: Absolutely

One To Ten Scale Need?: Hazard flashers would be a minimum of a 8 scale. The ability to run the lights when the machine is not running would be an aid to Search and Rescue. This function is mostly at night here, so a non-running machine can be missed from only a few yards away. There are always instances of machines breaking down, and finding the machine is the key to finding the snowmobiler.

8/28/01

**snowglow**

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To: <snowglow@rangenet.com>  
Sent: Thursday, September 13, 2001 9:18  
Subject: Hazard Light Survey  
Below is the result of your feedback form. It was submitted by  
( ) on Thursday, September 13, 2001 at 21:18:23

---

sex.and.age: Male 36-45

years.riding: Over 21 years

how.much.night.riding: Less than 10%

firstname: Matt

lastname: Allred

ContactEmail: [REDACTED]

street: [REDACTED]

city: Rigby

state: Idaho

zipcode: [REDACTED]

Make.and.Model.Snowmobile: All mountain sleds.

Ever.Attend.Safety.Course?: I teach winter back country survival for snowmobilers. I have never addressed any night time travel issues.

Matt Allred  
Western Editor  
American Snowmobiler

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Yes

Have.You.Purposely.Stopped.At.Night?: No

Do.You.Carry.Supplemental.Lighting: Yes. Krypton flashlight

If.You.Stop.What.Do.You.Do.To.Be.Seen?: No.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: No. Always had extra light; part of my survival kit.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: No.

Can.You.See.Benefit.Convenience?: Yes.

One.To.Ten.Scale.Need?: Hazard lights would be worth the investment. This type of light would obviously be easy to spot.

comment: No.

Other.SnowGlow®.Products.Questions?: No.

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9/14/01

## snowglow

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To: <snowglow@rangenel.com>  
Sent: Saturday, September 15, 2001 7:23  
Subject: Hazard Light Survey  
Below is the result of your feedback form. It was submitted by  
( ) on Saturday, September 15, 2001 at 19:23:44

---

sex.and.age: Male 36-45

years.riding: 16 - 20 years

how.much.night.riding: 10% to 50%

firstname: John

lastname: England

ContactEmail: [REDACTED]

street: [REDACTED]

city: Beacon Falls

state: ct

zipcode: [REDACTED]

Make.and.Model.Snowmobile: arctic cat zl 500

Ever.Attend.Safety.Course?: yes, no

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: yes

Have.You.Purposely.Stopped.At.Night?: yes

Do.You.Carry.Supplemental.Lighting: yes,flash light

If.You.Stop.What.Do.You.Do.To.Be.Seen?: no

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: no

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: yes, a friend saw an accident where somebody stopped on  
a lake at least 1 person died

Can.You.See.Benefit.Convenience?: yes

One.To.Ten.Scale.Need?: 10 you can never be too safe, they could offer it at least during spring buying options.

---

9/17/01

From: snowglow@tanger.net.com>  
Sent: Wednesday, September 12, 2001 12:33  
Subject: Hazard Light Survey  
Below is the result of your feedback form. It was submitted by  
( ) on Wednesday, September 12, 2001 at 12:33:52

---

sex and age: Male 46-55

years riding: Over 21 years

how much night riding: 10% to 50%

firstname: Tom

lastname: Piumarello

Contact Email: [REDACTED]

street: [REDACTED]

city: Poughkeepsie

state: NY

zipcode: [REDACTED]

Make and Model Snowmobile: Ski-Doo Mach Z

Ever Attend Safety Course?: Yes, besides pull far off the trail, and await assistance, nothing.

Are You Concerned When Broke Down Because Of Possible Collision?: Yes

Have You Purposely Stopped At Night?: On a trail yes, on the lake, No

Do You Carry Supplemental Lighting: Yes, battery strobe

If You Stop What Do You Do To Be Seen?: Use the strobe, but often do we stop, rest, enjoy the evening, and sometimes, well you know!!!!

Have You Ever Been Lost Or Broken Down At Night?: Yes, but was always with friends

Do You Know Of An Injury or Collision Because Stopped With?: Yes! This was on a lake, and a friends sled was T-boned, by another friend as he was stopped, and having a smoke. Did about 6k in damage, and minor injuries to the riders, (thank God)

Can You See Benefit Convenience?: ABSOLUTELY..... Why do they put them on cars, motorcycles why not sleds, that operate in the middle of nowhere, with more population of deer then humans. This should be a no brainer, but when you speak dollars and cents, brains are in short supply. If it was a new carb, that would boost HP, without adding weight..... It would be on already. Safety items are hard sellers.

One To Ten Scale Need?: 10..... ANYTHING that increases the safety on our sport is important.

comment: Until you can convince the manufacturers this is an important safety feature, you're dead. There are not enough people out there with the skills to install them, and dealers push speed and looks, not safety.

Other SnowGlow® Products Questions?: Sure, I'd like to see a catalog.

9/12/01

snowglow

To: <snowglow@rangenet.com>  
Sent: Thursday, September 13, 2001 6:08  
Subject: Hazard Light Survey  
Below is the result of your feedback form. It was submitted by  
( ) on Thursday, September 13, 2001 at 06:08:39

---

sex.and.age: Male 21-35

years.riding: 1 - 5 years

how.much.night.riding: 10% to 50%

firstname: TODD

lastname: OLSON

ContactEmail: [REDACTED]

street: [REDACTED]

city: CHARLEVOIX

state: MI

zipcode: [REDACTED]

Make.and.Model.Snowmobile: 2000 MXZ 700

Are.You.Concerned.When.Broke.Down.Because.OF.Possible.Collision?: Yes, I was with a group of riders on a long stretch of lake in the up when one of the guys blew a belt. All we had was one small keychain maglight to work by and it was a cloud covered very dark night.

Have.You.Purposely.Stopped.At.Night?: I normally don't like to stop in the trail or on a lake at night just because of the possible danger involved.

Do.You.Carry.Supplemental.Lighting: If we happen to remember it we will carry a small mag light. Most of the time the only illumination we have is a lighter.

If.You.Stop.What.Do.You.Do.To.Be.Seen?: I have parked on the side of the trail quite a few times, but considering the fact that you can out-run your head light so easy, I normally get off the trail quite far.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: A friends son had a break down in a corn field late at night last year and couldn't get the sled started. By the time he got back with some friends a couple of hours later the sled had been obviously hit by another sled. There were hood parts and long slide marks leading up to the sled because someone had to lock-up the brakes to try and avoid a collision. It didn't work. What would have been a easy fix on my friends sled turned into a couple of hundred dollars in repairs.

Can.You.See.Benefit.Convenience?: If you do alot of night riding, yes

One.To.Ten.Scale.Need?: 8, most people would appreciate the peace of mind that comes with being safe, but some will always be against change.

comment: I'd like to thank you for coming out with such a product and am snow for posting the page. Thanks for making it safer out there.

---

9/13/01

**snowglow**

To: <snowglow@rangenet.com>  
Sent: Tuesday, September 11, 2001 9:03  
Subject: Hazard Light Survey  
Below is the result of your feedback form. It was submitted by  
( ) on Tuesday, September 11, 2001 at 21:03:43

---

sex.and.age: Male 46-55

years.riding: Over 21 years

how.much.night.riding: 10% to 50%

firstname: Elliot

lastname: Harris

ContactEmail: [REDACTED]

street: [REDACTED]

city: Loves Park

state: IL

zipcode: [REDACTED]

Make.and.Model.Snowmobile: Arctic Cat Millenium

Ever.Attend.Safety.Course?: Yes and No. no instructions

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Affirmative

Have.You.Purposely.Stopped.At.Night?: Again, yes.

Do.You.Carry.Supplemental.Lighting: flashlight

If.You.Stop.What.Do.You.Do.To.Be.Seen?: Yes we stop. We don't make them visible, we try to pull off at a wide enough stretch to be out of the way.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: No, fortunately

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: No, haven't had the misfortune.

Can.You.See.Benefit.Convenience?: Yes

One.To.Ten.Scale.Need?: 10. Night riding presents the greatest potential for accidents: 1)Darkness limits vision, 2)Riders are fatigued after a full day's ride; reaction time slows, 3)Rushing to get home; speed exceeds safe limits, 4)Finally, more inebriated riders on trails. While hazard lighting alone will not cure any of the above threats, it would increase the margin of error for collision avoidance.

comment: Good luck! Sounds like a great idea.

---

**snowglow**

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To: <snowglow@rangenet.com>  
Sent: Friday, October 26, 2001 12:12  
Subject: Hazard Light Survey  
Below is the result of your feedback form. It was submitted by  
( ) on Friday, October 26, 2001 at 12:12:16

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sex.and.age: Male 36-45

years.riding: 1 - 5 years

how.much.night.riding: 10% to 50%

firstname: Randy

lastname: Wagner

ContactEmail: [REDACTED]

street: [REDACTED]

city: Esko

state: MN

zipcode: [REDACTED]

Make.and.Model.Snowmobile: Arctic Cat Z570, Z370 & Panther 550

Ever.Attend.Safety.Course?: No

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: No.

Have.You.Purposely.Stopped.At.Night?: Yes.

Several times while riding at night in groups on the trails we have pulled over to shoot the bull. During those times we all felt a little uneasy with traffic and their inability to see us and especially our sleds.

Do.You.Carry.Supplemental.Lighting: No, but I should (maybe I will win the drawing).

If.You.Stop.What.Do.You.Do.To.Be.Seen?: Yes. I leave it running.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: No. Thank God.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: No.

Can.You.See.Benefit.Convenience?: Yes.

One.To.Ten.Scale.Need?: 10. I am suprised that the manufacturers have not installed this type of safety feature or at least made them an option, but like most safety improvements unless they are sued because someone was injured or worse they don't see the need.

comment: From your internet site.

Other.SnowGlow®.Products.Questions?: Can I get some info sent to me on the vent lights?

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10/26/01



**snowglow**

To: <snowglow@rangenel.com>  
 Sent: Wednesday, November 14, 2001 8:20  
 Subject: Hazard Light Survey  
 Below is the result of your feedback form. It was submitted by  
 () on Wednesday, November 14, 2001 at 20:20:02

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sex.and.age: Male 46-55

years.riding: 16 - 20 years

how.much.night.riding: 10% to 50%

firstname: Pete

lastname: Macintosh

state: Mn

Make.and.Model.Snowmobile: Arctic Scrap ZR

Ever.Attend.Safety.Course?: No

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Yes, several times a season!

Have.You.Purposely.Stopped.At.Night?: Yes, same as above

Do.You.Carry.Supplemental.Lighting: a small flashlight (when I remember)

If.You.Stop.What.Do.You.Do.To.Be.Seen?: Yes, I pull as far to the right as I can, (when I have a choice-not able to in some breakdown situations). If it is a self decided stop and only lasts for a few moments, I leave the machine running to show oncoming traffic of my presence. When stopped to wait for another snowmobiler or enjoy the solitude, etc., I run back to my sled and hope it starts quickly when I hear oncoming traffic. When broken down, which happens to every rider sooner or later, I pray and go through my will and last testament in my mind.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: Yes, same as above.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: Yes, three guys were riding on Crane lake side by side. The middle driver signalled to the other riders that he had to relieve himself, due to prior rough trails. The middle driver came to a stop along with the other two sleds and shut off his snowmobile to not embarrass himself and others by having his machine running and casting light onto his activities. Another sled came racing across the lake and only saw the lights of the two outer machines. This sled went in between the two running sleds at a fast pace, not seeing the middle sled and operator. The driver of this fourth sled was severely injured and the operator of the middle "shut off" sled was killed, as well as the machines destroyed.

Can.You.See.Benefit.Convenience?: Absolutely, YES

One.To.Ten.Scale.Need?: 10+ The only people that would not benefit from this system are persons that NEVER choose to stop, and NEVER suffer a mechanical failure...so I can say this rules out everyone I know who snowmobiles!

comment: Friend, I believe that if you are experiencing resistance from the snowmobile manufacturers, it is because of how much money they take in each year on damaged sled parts. This is big business to them. It is my personal belief that because of sales of new machines slowing, due to the fact that there has been several years in a row of little or no snow in many areas, the manufacturers are on a path towards making money above saving a life!

Other.SnowGlow®.Products.Questions?: No, they look pretty much self-explanatory to me.

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**snowglow**

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To: <snowglow@rangenet.com>  
Sent: Wednesday, January 16, 2002 9:37  
Subject: Hazard Light Survey  
Below is the result of your feedback form. It was submitted by  
() on Wednesday, January 16, 2002 at 21:37:34

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sex.and.age: Male 36-45

years.riding: 6 -10 years

how.much.night.riding: More than 50%

firstname: Rich

lastname: Dufek

ContactEmail: [dufek17@hotmail.com](mailto:dufek17@hotmail.com)

street: 603 5th Ave East

city: Ashland

state: WI

zipcode: 54806

Make.and.Model.Snowmobile: 2002 MXZ 500

Ever.Attend.Safety.Course?: no

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: yes

Have.You.Purposely.Stopped.At.Night?: yes

Do.You.Carry.Supplemental.Lighting: flashlight

If.You.Stop.What.Do.You.Do.To.Be.Seen?: no

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: yes..park behind them with the sled running for light

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: yes

Can.You.See.Benefit.Convenience?: absolutely

One.To.Ten.Scale.Need?: 25...that would be fantastic. I don't know why another couple of bucks when I paid \$6500 would matter. My safety matters the most!

comment: found it on the sight

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sent: Tuesday, November 20, 2001 9:19  
Subject: Hazard Light Survey  
Below is the result of your feedback form. It was submitted by  
( ) on Tuesday, November 20, 2001 at 09:19:05

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sex.and.age: Female 36-45

years.riding: 11 - 15 years

how.much.night.riding: 10% to 50%

firstname: Debbie

lastname: Saam

ContactEmail: [REDACTED]

street: [REDACTED]

city: Bowling Green

state: OH

zipcode: [REDACTED]

Make.and.Model.Snowmobile: 98 Skidoo Formula Z.

Ever.Attend.Safety.Course?: No

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Yes, but we always try to get as far off the trail as possible and to never stop on a curve or hill.

Have.You.Purposely.Stopped.At.Night?: Yes, but same as above.

Do.You.Carry.Supplemental.Lighting: No, didn't know it existed.

If.You.Stop.What.Do.You.Do.To.Be.Seen?: I usually ride last and so I will stay on my sled with the engine running and the brakes on so brake lights are lit.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: We usually carry a flashlight but still it is a scary feeling.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: No

Can.You.See.Benefit.Convenience?: Absolutely!

One.To.Ten.Scale.Need?: I think it is a great idea. It could save many lives and I don't see what the big deal would be to have them on every sled. Perhaps I just don't know how difficult and expensive an addition this would be. However, it seems just one more way to make the sport safer thus protecting it's continuation.

comment: Web site. Anything to make snowmobiling safer can only help towards the the continuation of this sport. I dread hearing about accidents and can't tell you how many people are out there that seem oblivious of the danger of stopping on the trail, sometimes right smack in the middle. People like that are a danger to the sport we all love so much. If there was some kind of factory installed safety lighting on these sleds it couldn't help but make things safer.

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11/20/01

**snowglow**

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**To:** <snowglow@rangenet.com>  
**Sent:** Monday, January 14, 2002 11:14  
**Subject:** Hazard Light Survey  
 Below is the result of your feedback form. It was submitted by  
 () on Monday, January 14, 2002 at 23:14:29.

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sex.and.age: Female 36-45

years.riding: 11 - 15 years

how.much.night.riding: More than 50%

firstname: Doris

lastname: Mower

ContactEmail: [firelady@mint.net](mailto:firelady@mint.net)

street: RR #1 Box 2530

city: Clinton

state: Me

zipcode: 04927

Make.and.Model.Snowmobile: 1992 Skidoo MX Formula

Ever.Attend.Safety.Course?: No I have not But I wear a white illuminated belt around my waste as well as markings on my suit and helmet,  
 Plus I have a flashing orange beacon on the back of my machine because I drag at night.

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: yes

Have.You.Purposely.Stopped.At.Night?: yes

Do.You.Carry.Supplemental.Lighting: carry 2 flashlights as well as road flares plus my flashing orange light on the back.

If.You.Stop.What.Do.You.Do.To.Be.Seen?: Yes I do but I leave my orange flashing beacon going while my machine is off.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: No

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: don't know of one

Can.You.See.Benefit.Convenience?: Yes I think it is a wonderful idea. When it is snowing you can't always see other snowmobilers

One.To.Ten.Scale.Need?: I give it a 10. The other night a machine was coming through the woods full bore when all of a sudden he spotted my light. He actually pulled over and waited while I went by.  
 It also helps as 2 years ago I come to the rescue of an injured woman on the trail and the orange flashing light helped warn people that there was a problem and to slow down. I feel they could actually prevent many accidents.

comment: I was hunting for information about fatalities in Maine this year. I am trying to think of a way to reduce these.

Other.SnowGlow@.Products.Questions?: Don't know what they are but I would be interested.

1/17/02

**snowglow**

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To: <snowglow@rangenet.com>  
Sent: Monday, January 14, 2002 7:15  
Subject: Hazard Light Survey  
Below is the result of your feedback form. It was submitted by  
() on Monday, January 14, 2002 at 19:15:18

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sex.and.age: Male 21-35

years.riding: 16 - 20 years

how.much.night.riding: More than 50%

firstname: Baxter

lastname: Hopson

ContactEmail: [judymae@barrow.com](mailto:judymae@barrow.com)

street: 5105 Herman St. apt.1/ P.O.Box 387

city: Barrow

state: Ak.

zipcode: 99723-0387

Make.and.Model.Snowmobile: 2001 RMK 600

Ever.Attend.Safety.Course?: No

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: yes

Have.You.Purposely.Stopped.At.Night?: yes

Do.You.Carry.Supplemental.Lighting: no

If.You.Stop.What.Do.You.Do.To.Be.Seen?: yes, I park where there is usally no traffic thus eliminating the possibility of a collision

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: don't panic wait for someone to pass by.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: no

Can.You.See.Benefit.Convenience?: yes

One.To.Ten.Scale.Need?: 10. they make you easy to be seen.

comment: from the web sight. I am from Barrow Alaska and it is dark 4 months out of the year and people get lost out there on the tundra, and Search & Resque get called to look for the lost person and if they had a hazard flasher the would be seen faster especally in the dark.

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# SNOW GLOW® INC.

## Manufacturers of Specialized Lighting Systems

312 2nd Ave North, Virginia, MN 55797 \* 218-749-4879 \* fax 218-749-6909  
snowglow@raugenet.com <http://www.snowglow.com>

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February 14, 2001

The Honorable Jesse Ventura  
Governors Office  
130 State Capitol  
75 Constitution Ave  
St Paul, MN 55155

Dear Governor Ventura,

This letter is our formal request to meet with you at your earliest convenience regarding the future and safety of snowmobiling. We are a Specialty Lighting Manufacturer located in Virginia, Minnesota who has worked with all the snowmobile manufacturers since 1993. In 1997 we introduced a Hazard Lighting System to the industry (to be used just like on an automobile) using the newest technology components available. Our company purpose is to improve on the safety and convenience of snowmobiling; to see the sport grow and thrive - thus our area tourism; and also to see our own business as well as the manufacturers succeed and grow.

Though legislation has been introduced and failed in the past, we really do not want to force or require governmental intervention, but we at this time, are asking for your help and suggestions. We are aware of your Governor Radio Talk Show involving Arctic Cat; it's president Chris Twomey and the great new 4-stroke sled. Well, Governor, we have a great product as well, which all the manufacturers are and have been testing (4 years now) but denial, politics, bureaucracy and lawyers seem to get in the way - and we do not want to risk any more time or lives! A hazard light system is an inexpensive common sense addition to our snowmobiles and possibly other recreational vehicles, which we so love to ride!

Please allow us 15 minutes of your time. We will come to St. Paul anytime, or if you could, come for a ride with us on our beautiful lakes and trails and see for yourself. We could go to Commissioner Swift's resort; he himself has given us a written endorsement and provided transportation and IRRRB representation in a meeting at the Arctic Cat plant this past summer.

Governor, we need and would very much appreciate the opportunity to discuss this further with you. Please if you will, see us soon. And I know this as well; we will come out of this good friends!

Thank you for your time and consideration. We will look forward to hearing from you soon

Sincerely,



Al Lakosky, President  
Michelle Robillard, Vice Pres.